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one side of the paper only in No anonymously signed communications that have atready appeared in other papers will be inserted. Orders for extra copies of DAILY Pares should be sent before 11 u.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Pauss, Codes: A.B.C. 5th Ed.

P.O. Box, -38. Telephone No. 12. MARRIAGE. On the 9th June, at Jerusalem. Palestine.

RACHEL, older daughter of the late B. D. Benjamin

of Shanghai, China, to Dr. ALBERT ABOUCHEDID.

HUNGKONG OFFICE: 14, DES VŒOX ROAD C LONDON OFFICE: 131, FLEET STREET, E .C

Honokong, 17th July, 1902. Ha THE game of bluff which Russia has been practising in Corea is interesting. It is a noteworthy fact that Russia has never hitherto gained anything from war, and has almost invariably had to retire when she tried its arbitrament, and understanding so much it is strange that she has so many times been permitted to revert to the old kame. Russia, checked in Europe, has us a result been thrown all the more on to Asia, and here amongst the decayed Mahomedan states of Central Asia has found a congenial field for her devouring hunger. She is in that stage of semi-civilisation when the sole idea of progress present in her mind consists in overrunning her neighbour's 22 knots. The Janus, despite her slow speed, days of Jingis Khan, and the result to the unfortunate inhabitants who fall into her clutches but little less destructive. She has succeeded in carrying her arms from the Caspian to the Pacific Ocean, and being unable to go any further in an eastward direction is now turning south at the expense of her comparatively settled, though unready, neighbours of Coren. The unexpected emeute at Poking, and the premature disclosure of the plot between Count Lamsdorff and Li Hung-Chang, came all too early, and took Russia herself upawares, and that amiable Power found her hand forced, and had with an undignified display of bad temper to disclose the intended plot. That wily statesman had Mr. Fillicoddy (nurseryman) Mr. H. K. Holmes fortunately for the world momentarily Mrs. Pillicoddy overrenched himself, and placed himself in Mrs. O'Scuttle direct opposition to the rest of the Europea n

Powers. England had, equally fortunately, succeeded in gaining the confidence of the Yangtsze Viceroys, and between them the a year's leave, secret engagements between the late Li Hung-chang and the Russian Minister were refused ratification. True, Russia was practically in occupation, but the occupation to be of any effective utility was straining aldo was set at liberty on Saturday, 5th inst., the financial resources of Russia to a point very nearly exceeding her limits of resist. ance, and Japan was quietly biding be r time to take advantage of the very evident flaw. Japan, it is true, is herself somewhat embarrassed, but her means in a case of this sort, where her continued existence as a first-class Power is in question, may be in the character of the corps. considered as untouched. Under the circumstances as in the face of Japan's command of the sea, any threat of attack from Russia would lead to contemptuous derision, Russia decided to strengthen her naval force in the Far East, so as to be able. if necessary to tackle Japan on her own element. This is one explanation of Russia's intention to send out four battleships cruisers. But is Russia, when we come to examine her ability. undertake such a task? To exercise any weight in the councils of Europe, Russia is in the habit of keeping a respectable fleet in home waters; she has lately, it is true, been strengthening her navy, but even for England it would prove inconvonient to send out so large a reinforcement, and we may certainly be permitted her home force to inutility, to make any such addition to her Asiatic squadron Russia is not in any wide sense open to attack from sea. Even during th Crimean War, when England had all th will, and was complete mistress of the scashe did not succeed in making much imression with her fleet, and Russia's defences seaward are more formidable now than they were then. Still for many reasons Russia cannot afford, having any regard to her prestige, to withdraw her fleet altogether from Europe. Russia knows

enough of England to understand the position. England, however complaisant might be her ministry for the time being, could not afford to stand by and see her neighbour in Japan at Russia's feet. serious defeat of Japan would mean, England well understands, far more than the mere loss of prestige in the Far East. It would, in fact, be a danger to her Empire in Camda and Australia, and any danger [31] in so vital a spot would call forth her very last resources. There is, in fact, in this Corean affair between England and Japan a bond for stronger than that of mere sentiment; and of this Japan has a suffi cient inkling to be able on her part to do a little bluffing. On the whole though Count Lamsborff has shown a want of temper unusual in the Russian Foreign Office, it is not likely that he will drift so far from its traditions as to venture on hostilities, where success is impossible; and we may safely assure ourselves that with all her desire to spread herself, Russia wil end as she has begun, by retiring as gracefully as possible from an untenable position. It is not pleasant to have to draw

> During the day ended at noon yesterday four new cases of plague were reported, all Chinese, three futal.

back when the prize of patient preparation

seems almost within her grasp, but the

game of bluff is at all times a dangerous

one, and most dangerous when the enemy

has not only the cards, but the knowledge

of the game being played.

The British storeship Humber left Tuesday for Weihaiwei, and the sloop Rinaldo yesterday for Shanghai.

The second tie in the Water Polo Shield competition will be played at -5 45 p.m. to-day between the 89th Co., R.G.A., and the Royal by the English, but it has never been doubted

The British torpedo-destroyer Janus, Lieut Corbett, left the Harbour yesterday on a trial, the Federal war in 1865, which was complicated apin; but had to put back owing to mishap to one of her flanges. When the accident occurred, the vessel was making her maximum speed of territory, little better in fact than in the is of the most modern type of destroyer. It is rather an eloquent feet that the Handy, a boat of the same class but of much older type, made 25 knots last week against a heavy sea.

The following is the programme of the infamous. On the 31st of May, 1431, the entertainment which is to be given to-night in | English burnt Jeanne d'Arc at Roueu, and the Kowloon Institute on behalf of the

"Ever and Alway" Banjo Solo "Apollo March" ... Miss Holmes Song "The Flight of Ages"... Mr. Palmer Song...... "I dreamt a dream"..... Mr. Grey Trio Three little Maids" | Misses Holmes Song "...... "That Gal's Mouth" ... Mr. Ireland Accompaniat, Mr. Montelly.

"Poor Pillicoppy."

Miss I. Holmes Mrs. Grey Sarah (maid of all work) Miss Holmes Scene .- Mr. Pillicoddy's shop.

Mr. E. J. Pierpoint, chief warder of Victoria Gaol, left by the Empress of Japan yesterday on

Owing to demands on our space, certain correspondence has had to be held over till

The Manila Times is informed that Aguine and, immediately after packing up his effects. left for parts unknown.

The Hongkong Volunteer Corps has now actually been changed into Garrison Artillery, On Tuesday shooting practice with the 6 in. guns was engaged in at Belcher's, and results were obtained which justified the ulteration

Messis, Morton & Gibson, Houghong, have been entrusted with the removal of the s.s Pakshan, which sank in the Harbour on the night of Monday, 2nd June. The wreck of the Pakshan is now marked by two buoys painted green, with "wrock" in while letters, and carrying red lights at night. Vessels arcautioned not to approach within 100 feet of

The tramp steamer Ness, Captain Peart, carrying coal from Moji to Hougkong for the Mitsui Bussan Kaisha, has established a good record by bringing down in six months no less than twelve cargoes. A fair average for the trip is considered to be sixteen days. Her average is about a day less than that, a very creditable feat considering that she has had to run up in ballast against the prevailing monsoon. The Ness be ongs to the Mercantile Shipping Co. of London.

The Empress of Japan, which left yesterday to doubt Russia's ability, without reducing for Vancouver, is the stormer by which the Hongkong Volunteer Contingent are due by contract to return. The utmost uncortainty prevails as to whether the Contingent will embark upon the date originally arranged or remain until after the Coronation, which would entail only about three weeks extra stay. At headquarters no information is to be had on the point. The contract with the steamship company has not been cancelled, however.

. Speaking of the Pacific Mail Co.'s new stramer Korea, the Kobs Chronicle says :- The P. M Company certainly needs some more expeditious steamers on the route. The mail via San Francisco, arriving in Kobe on the 8th inst., brought London dates of May 21st, and on the same day, a mail via Scattle was received with dates up to the 7th ult. At present the San Francisco route is often less expeditious than that by way of Suez. On the 8th inst, the French mail and the English mail via Suez came in together, the former with dates up to the 30th May and the latter with dates up to the 6th June. Whatever elsa can be adduced against the P. & O., it certainly keeps up its reputation for quick delivery of mails.

A cable has been received at Auckland, New Zealand, dated Suva, July 18, and containing the following information: - " The steamer Wanaka, which passed Hunter Island, reports that the latter is in a state of eruption. Cracks were observed on the east side of the island, and sulphur and smoke were seen issuing from the crater. A slight shock of earthquake was felt at Fiji at 1.35 this morning." Hunter Island is uninhabited. It is directly in the track of the steamers from Sydney to Fiji, and, being voicanic in character, has often been observed to be active by passing vessels. It is described as a volcanic block, 974ft. high, at its base half mile, north by south, by one-third of a mile ncross. From the abrupt wooded slopes jets of sulphurous vapour issue, but it is evident from the cable news that there has been some fresh outbreak. There are 40 fathoms of water within half a cable of its base, and no outlying dangers. It is situated in latitude 22deg 24min, south, longitude 172deg. 5min. east.

The Law Times had two notes recently upon the somewhat vexed question as to the name which is to be given to the recent agreemen with the Boers. It has been stated in some quarters that it cannot be called a treaty because a treaty can only be made with a Severeign Power, something which may be described as a "person" in international law. The well-known Treaty of Limerick was concluded on the surrender of Limerick on October 3, 1691, with soldiers who were undoubtedly technically rebels. Its provisions were violated that it was a treaty, and it was repealedly referred to as such in the House of Commons. A second instance occurred at the conclusion of by the agassination of President Lincoln. The treaty was practically arranged between

General Sherman and General Johnston. Mr. Stead has in the June number of the Review of Reviews the following paragraph entitled "A Sinister Anniversary" :- The Thirty-first of Muy, long a notable date in the English calendar, is now doubly famous-or rejoiced in the perpetration of one of the worst crimes since the Crucifizion, believing that they had thereby riveted their hold on France On the 31st of May, 1902, the British extorted from the Boers their consent to the loss of their national independence. The burning of Jeanne d'Arc was as popular in England of Henry the Sixth's reign as the destruction of the Boer Republics has been in England of Edward the Seventh's. Both were glorious victories." and signal manifestations of the conquering might of England. The sequal of the first was the total loss of our French dominions, save Calsis. What will be the sequel of the second? If the analogy holds good, the total loss of all our South African deminions, save Simon's Bay.

The Sazako tunnel, the longest in Japan, was

bored through on the 6th inst. The work was started in December, 1896. The length of the tunuel is 15,246 feet (nearly three miles). The tunnel is on the Government Central Railway.

A report from the Japanese Consul at Newchwang states that the number of eliclers cares there up to the 4th inst. was 475, of which 402 had been fatal. In 42 cases a cure was effected. 28 cases were under treatment. About onethird of the Bean Oil factory employees have left and several of the companies have closed

The Rudecino Malitas, a small s camer which has been thoroughly overhauled in Hongkong, fitted with new propellers, etc., for service in the Philippines, went on her trial trip on Tuesday and made satisfactory speed. Mr. H F. Carmichael was superintending engineer. The steamer is 150 feet long by 22 feet beam and II feet depth. Captain T. Groves will take her across to Manila.

The anxiety of members of the House o Commons that their votes in the divisions should be recorded is of comparatively recent origin. The issue of the printed lists of the divisions began so late as 22nd February, Macaulay mentions that lists of course wholly unauthorised were for the first time in our history printed and dispersed for the information of constituent bodies at the ceneral election of 1690.

The Kobe Chronicle understands that the Japanese Government has decided that the cruisers Asama and Takasago shall remain at Sheerness until the date of the Coronation caremony has been fixed. When this is done the cruisers will take a trip along the Continental coasts, returning to Sheerness again in time to take part in the celebrations. Orders to this effect have been telegraphed to Admiral Ijuin, in command of the fleet at Sheerness.

On the authority of the Japanese Foreign Office, it is now stated that the Chinese Government has decided to establish a Camphor Monopoly Office in Fohkien, placing the manufacture and sile of camphor under the control of the Japanese. It is not correct, however, to say that the monopoly right of the camphor trade is to be conceded to the Japanese Government. In future the Japanese may be a party to the camphor business by contributing a part of the expenses of monopoly, but no definite arrangements have yet been made.

TYPHOON WARNING.

We received yesterday afternoon the following typhoon warning from the U.S. Consulate. General, dated Manila Observatory, 11.45 s.m.:-The depression lies off the N.W. of Manila moving tow rd Continent.

CHOLERA IN THE PHILIPPINES

The cholera epidemic in the Philippines rather the reverse. The daily report issued on Wednesday of last week abowed 44 new cases and 35 deaths in Manile alon. On the same day there were 102 new cases and 64 deaths. reported from Dagupan. At other places in the provinces, says the Times, the outlook continues grave.

FORTHCOMING MILITARY CEREMONY.

We are informed that a Parade of the Garrison will take place on Saturday, the 19th instant (weather permitting) on the Cricket Club ground, for the purpose of presenting the Order of British India to a Native Officer of the Hongkopg Regiment.

Chairs will be reserved for Members of Councils, Members of the Coronation Committee, Heads of Departments, Officers of the Navy and Army, members of the Cricket Club and their respective wives. The only entrance to the enclosure will be that in rear of the Pavilion: all other entrances are reserved for the Troops

The massed bands will commence playing at 5.3) p.m. while the troops are forming up, and a march-past will take place after the presentation.

In case of doubtful weather, a notice will be posted up at the entrance to the Cricket Ground postponing the parade to the same hour on the following Saturday.

BURGLARY.

Three Chicamen were discovered early yesterday morning in an attempt to burgle the premises of the Eastern Clock Manufacturing Company, a German firm in Wanchai Road They had gained an entry by the simple device verandah, whence they easily made their way On this flush deck are being carried two you pay us a certain som I will not pail you to the second floor, where the goods were seventy-ton lighters, one fore and the other ait, off, his Lordding would have had something stored. The Indian watchman employed by and the lifting capacity of the derricks the firm heard the men at work, and went muy be judged from the fact that these lighters | the ship had been triginally returned as in search of them. Two heard him coming will be unshipped bodily. Whilst making \$65,000 instead of \$25,000, which was the and escaped just in time, but the third was I no pretence to being a "flyer," the triplelater in getting away and was chased down- expansion engines of the Poplar Branch floor. Seeing capture inevitable he sprang the rate of twelve knots an hour, a speed over the versadal, a distance of nearly thirty which causes the consumption of 35 tons of feet from the ground, where he alighted on his Welsh coal per day. However, the saving of fact, without injury, strange to say, beyond a cost is no object of the owners, whose orders severe bruising and shaking. The fall rendered | are that the vessel is to be kept steaming at the him incapable of further flight, however, and quickest rate possible however much the coalhe was captured, being eventually sent to bunkers may thereby be disminished. Electrihospital. That the burglars meant to make a cally lit throughout and with excellent quarters good hand was seen in the fact that no less than | for both officers and mon, the Poplar Branck is thirteen clocks had been transferred from the allow-room on the second floor to the verande on the first floor, from whence they could more easily be removed when it came to clearing off. | going to Manila with stores -she duite opened | boots of all are policied, not as a right, but All but four of the slocks were recovered.

TELEGRAMS.

REUTER'S SERVICE.

London, 14th July.

LORD SALISBURY'S RESIGNATION Lord Salisbury's resignation of the Premiership of Great Britain is due to his indifferent health, and the strain of his official duties.

ITALY AND RUSSIA. H.M. The King of Italy has arrived at St.

Petersburg on a visit to the Tsar. MR. CHAMBERLAIN'S HEALTH.

Mr. Chamberlain continues to progress satisfactorily. The last stitch has been removed from the wound, which has now practically

It is announced at Portsmouth that His Majesty the King will embark on board the royal yacht to-morrow and proceed to Cowes, where the vessel will take up her moorings.

THE KING'S MOVEMENTS.

London, 14th July.

SIR M. HICKS BEACH'S RESIGNATION:

Sir Michael Hicks-Beach has sent in resignation as Chancellor of the Exchequer of Great-Brilain.

THE NEW PREMIER. There was a crowded meeting of Unionists

at the Foreign Office this morning to welcome the new Premier. Mr. Balfour was most enthusiastically cheered by all present.

LONDON, 14th July. DESTRUCTION OF A WORLD'S

WONDER The famous Campanile of St. Mark's, Venice, fell in rains this morning. Sudden signs of decay were noticed in the tower yesterday, but no immediate danger was feared.

NEW TYPE OF CARGO-BOAT IN HONGKONG.

There is at present lying alongside the Dock Company's wharf at Kowloon a type of vessel whose peculiar construction makes probable revolution or at least a radical conversion to present-day requirements, in the corgo-carrying steamer. She is the turnet ship Poplar Branch, owned and built by the firm of Doxford, Sunderland, whose patent she is, and who have another identically similar vessel in the Linte Branch. With a length of 410 fost, a beam of 60 fee and a draught of 29ft 6ig., the Poplar Branch whose gross registered tonnage is 5,386.55 and net registered tonnage 3,472,53, has a total available cargo space of no less than 12,981 tons reckoned at 40 oubic feet to the ton, a measurement equal to that followed in the storage of water, and one which makes the vessel's carryling capacity, therefore, almost deadweight. is difficult to convey in cold type the great utility of the steamer as a colosial cargo-carrier, but this is at once apparent even to the layman in a glance at her deck, which runs flush right fore and aft; and if the inspection be carried still further and a visit made to the immense "shaded" main deck where several thousand tons of light cargo can be stored, the possibilities of the vessel in the direction indicated become even more appurent The term "shaded" as applied to the main deck of a steamer may appear a peculiar one, but stripped of technicality it means simply that the deck, unlike those of other steamers. cargo or passenger, is not open, but built in on all sides, thus affording, as has been said, ample accommodation for the storage of such light cargo as grain, etc. Along this main deck are five batches in which heavy material shipped as cargo is disposed, and amidships is a large water ballast tank with a capability of 2,800 ions; this tank, when the demands of trade necessitate it, can be emptied and the place of the water taken by more cargo. Where the structural peculiarity of the Poplar Branch is more apparent, apart from her bulging sides near the water-line, such as those which characterise the P. & O. s.s. Banca, is in her flush deck, along which are ranged five pairs of derrick posts to which derricks are rigged when cargo is to be discharged. Here again another advantage is pessessed by the Poplar Branch over other steamers her cargo can be unshipned with the highest degree of rapidity, and its discharge is facilitated still further by the ten large ports or doors constructed five on each side of the steamer's length These derrick posts give the vessel an odd appearance, and in England she was jornlarly dubbed "the ten-mested stea

indeed a ship to be proud of ; and when in Now

York harbour-she has been chartered by the

way, by the American Government and is

the eyes of the shipping people there,

SUPREME COURT.

Wednesday, 16th July.

IN ADMIRALTY JURISDICTION.

BEFORE HIS HONOUR W. MEIGH. GOODMAN (CHIEF JUSTICE).

"WONG KOI" U. "CLARA." This was an ac ion for recovery of salvago expenses, Mr. E. H. Sharp, barrister-ut-law (instructed by Mr. G. C. C. Master, solicitor), was counsel for the Wong Koi, and Mr. M. W. Slade, barrister-at-law (instructed by Mr. J. Hastings, solicitor), for the Clara. Captain Dorward, Empress of Arragon, was

the nautical assessor. Evidence and debate having been concluded

This is a salvage action in which the plaintiffs

on the precoding day.

His Lordship delivered judgment as follows:

claimed the sum of \$57,777 for salvage services rendered by the s.s. Wong Noi to the s.s. Clara in July, 1901. The case was heard by me, with Captain Dorward as nautical assessor. on lath and lot July. The facts are fairly simple, and the defendants paid. \$15,000 into Court as sufficient in their opinion to meet any fair claim. The s.s. Clara having left Pakhoi for Hongkong had reached a point about half way between Pakhoi and Cape Kami when she broke her propeller shaft and had to. enchor. There she remained quite unable to proceed, and sout for help to Pakhoi. Her master stated in his letter asking for assistance that they were totally helpless. Without criticising in detail the avidence on that head, given by the witnesses. it is obvious that if a typhoon had come on, and July is a typhoon month, the Clara would have been in a most perilous position, even if her water and food had lasted out The Cima was worth some \$65,000, her cargo was worth \$65,569, and her freight worth \$1.100. She had on board 71 passengers, a crew of 28, some 115 pigs, and 4,000 packages of cargo (indigo, sugar, etc.). The s.s. Wong Koi, of 1.115 tons registered burden and of the value according to the statement in the petition of some \$40,000, was at the time at Pakhoi which port she was due to leave on 15th July with several hundred coolies and six first-class passengers for Banks Island, near Java. On Sunday, 14th July, the message of the master of the Glara was delivered to the master of the Wong Koi. In due course sho gut up s eam, and, at noon on 15th July, arrived at the place where the Clara was auchored and where she had then been for three days. A hawser having been made fast, the Wing Kol towed the helpless Clara first to Hollow and then to Houge kong which latter port was reached about half-past eight on the evening of 17th July. The distance for which the Clara was toxed was some 332 miles. After performing this service skilfully and successfully, the Wing Koi returned to Pakhoi and was able to continue her original yoyage on Molday, 22nd July. On the way to Hongkong some 44 Chinese passengers were transferred from the Clara to the Wong Koi. The average net earnings of the Wong Kai in 1901 were about \$351 a day. The parties, after some discussion in Court. arranged practically to admit that the Wood Koi should be deemed to have been delayed in her original voyage for six days, and that she ulso incurred various actual expenses amounting to \$2,696. That is to say, her ordinary average earnings would have been \$2,106 and she was put to \$2,696 expenses. The question then arises what amount should the Court award for salvage services taking into consideration the matters I have mentioned 'I'be distinction between ordinary towage services which give rise to a claim for towage and those extruordinary toward services which give rise to a claim in the nature of salvage must be borne in mind. As pointed out in the recognised words of authority, "towage" is a contract of service by which a ship agrees to tow another ship from one point to another, for the purpose of expediting Her on her royage, whereas an agreement to tow a disabled tessel to a place of safety is not ordinary "towage," it is "extraor inary towage, and is in the nature of salvage. I have had the advantage of considering a great number of cases decided in the Admiralty courts in England, and of the practical assistance of my nautical assessor. The Court has also had the help of the able arguments of counsel for both parties and in the r-sult the amount the Court awards is \$15.300. This sum takes into consideration and includes the expenses, etc., incurred by the Wong Koi. This sum will be apportioned as follows: Three-quarters, i.e., \$11,475, will go to the owners of the Wong Koi; one third of the remaining quarter, i.e., \$1.275, goes to the master; and the remaining two-thirds, ie. 32.55% goes to the other afficers and the crew of the Wong Kos to be divided in the usual

must have their costs which must be paid by the defendants. His Lordship added that in this case he had given three fourths to the owners, which was a very full sum he had not first of all taken off the express and t on divided the three-fourths. but had allowed the whole thing to he divided. s thought the owners would come off very well. Mr. Slade suggested that his Lordship might

make some comment upon the extravagance of

manner. As the amount awarded is larger

though only lightly larger, than the sum paid

into Court by the defendants, the plaintiffs

His Lordship said he had thought of that If this had been an arrangement that they had made in board this ship, raying, " We will not pull you sway notil you agree to pay us this sum, of over 557,00 . Liere would baye been a great deal in what counsel said. But here the case was clear buough. They left it to the Court and what they said did not affect them one way or the other. The agreement was that the question of payment be left to the owners. The uwners could not settle it and it came before the Court. In the caseof a mine coming on board a halploss this and to say about it in considering the costs. But here the case was different. If the value of amount e concously stated in the answer, and the defendants had paid a very little more into Court t er would have been all right. The Court rase.

An Italian in a city in New York State was sued by a negro whose boots he had declined to polish but the Court gave judgment for the Italian in words which may ficly be described as the magne choria of the boothlacks. "No person, said his Honorar, of any race, creed, or colour, can demand as a right that the defendant black his boots; an Italian may refuse to bolish the saves of a coloured man, and the latter, if on a god in the same employment. can refuse to render a like service to a prince." His Honour did not say whether the rule applied to greater than princes -as, for instance, a Zammany boss but the inference is that the

LABOUR TROUBLES IN MANILA [FROM OUR CORBESPONDENT.] Manila, 8th July.

During the last week of May, Manila began to believe the rumour then circulated concerning the imminent strike of all native labourers Nothing definite was contained in the rumour and it was more or less regarded as mere idle talk, probably direnlated by some enterprising Filipin schemers. Then the rumour gradually sesumed definite shape; the City Street Department was reported to be in danger of losing all its labourers, thus causing the municipal improvement work to come to a stand-still sorvants were to go out with the rest of the unskilled labour; and all were to stand by the standard of unionism until the mercenary white employers extended the pipe of peace and 50 per cent. increase in all wages to the overworked brown brothers. With the possible hardships of having to "blanco" his own shoes, wake himself up in the morning, and put himself to bed at night, staring him in the face, the average inhabitant talked about the situation so loudly and long that on 3rd June the papers chronicled the first information obtainable concerning the pending revolt of labour against tyraunical capital, McCullough & Co., one of the larges, local printing houses, received a cool demand from all of its native labourers for a 50 per cent, increase in wages.

Isabelo de los Reyes, ex-editor of the Filipine organ Justicia, perpetrated in Madrid during the Filipino insurrection against Spanish rule in these Islands, saw an opportunity for the resuscitation of his rapidly rusting agitatoria proclivities und jumped into the breach and proudly announced himself as the engineer of the movement. A postscript to the verbal announcement was to the effect that he was also able to call out every native workmen in Mania on short notice. The arguments used by Reyes and his compatricts were that increased house reut, prices of food and other minor necessities of life, etc., demanded that the Filipino receive wages more in keeping with the natives proper station in life. Besides McCullough & Co., several firms along the water-front were affected, among whom MacCondray & Von Buskirk, stevedores, were perhaps the principal sufferers. At the most opportune moment during the operation of loading some ship on short notice, the native labourers quit and demanded 20 per cent, increase. This necessitated the paying of a large increase in the salary list and brought on a consequent decrease in the profit. The Manila Press united in the belief that the best relief for the situation was Government intervention, presumably by the importation of foreign labour. The situation was not exactly "well in hand," and had begun to took seriously glarming. The American Chamber of Commerce on announced that it would soon hold a meeting to deal with the operatives, all the factories should close. A subject. In an interview Labelo was noticed general strike has now been in force since to have marked symptoms of stage fright, his | the 7th instant and it is surmised that it will attitude having changed considerably, evidently brught about by the sight of the harm he is arrived at. The Cigar Manufacturers' Union had done, and he vigorously expressed a wish to arbitrate. To show that he would make a very bizarre martyr, it is only necessary to read between the lines of his following speech made at the Centro de Bellas Artes After tendering his resignation as president of the union, he cigar trade altogether. Hence the deadlock. proclaimed himself in unmistakable terms as one unafraid of the somewhat discencerting process of shuffling off the mortal coil. "I do not care if the Americans shoot me for what I have done for my dear workmen. The government is watching every movement of this union. I do not care for myself, but what I do care for is the welfare of my dear workmen." (Insert "dear workmen" ad libitum for fifteen minutes.) "Do not say I cannot be substituted; to say that would be an offence against our nation and myself, for it would imply that there are no other Filipinos as caretaker of a native sing-song club in worthy of taking my place and would not Hollywood Road. bring the union to a successful issue. We want American capital and at the same sixly chairs on the premises, and when he came time we want our workmen haid enough to take an inventory he found that the eleven to enable thim to live decently. Our which the defendant was charged with union comprises eight branches, a fact of which I am pardonably proud-lithographers and bookbinders, tailors, machinists and mechanics; barbers, printers, map-makers and architecte, cigar-makers, clerks. In addition to these there is a woman's section for dressmakers and tobacco factory girls," After more unimportant discussion of furture pollay, etc., the meeting was closed. He stated immediately afterwards to a reporter on the spot: "I am not now the president of the union and I do not wish to have any further connection with it. except as a friendly adviser to the Filipino work. gamesters of another nationality faces his men. I would suffer as much as any one if wages are increased, being a large land-owner and employer of native labour myself." On 14th Janea was held. The most prominent employees of staxed were being collected. native labour addressed the meeting, the result They were fined 53 each. of which was the appointment of a committee to confer on the best means to deal with the situation. On 5th June, the employees of Kerr & Co., commission merchants, and the

a resolution to the effect that resistance of the present unjust efforts for increase was the best policy, same being the result of agitators' flery speeches. On 8th June Isabelo again showed his love for his "d.w.," etc., by presenting to the U.S Philippine Commission a petition that the walls surrounding old Manils be demolished and houses for labourers erected on the space left vacant, together with hospitals for "has beens," reading rooms, Y.M.C.A.'s., etc.

On 11th June the silver lining back of the black clouds began to show through. The striking employees of McCullough & Co. returned to work at the old rate. Perhaps the fear of type-setting machines might have influenced them, perhaps also their broad-consuming machines might have had some effect on the tener of their opinions. MacCondray & von Buskirk saw old famillar faces back at the same old jobs and all the other firms were granted the privilege of placing old names on the same old pay rolls at the same old rate. As full proof that it is a thing of the past, erators of the street corners are new coming to the front with full and detailed explinations of how it happened and why it happened. However, this is a significant sign of the times. The Filipino has found that he can cause a large amount of trouble in the business world, and although he has mited this time, the experience was not unpleasant, and may wish to try it again. The next time he will have a better organisation and no doubt put up a better resistance. In Munica the supply of labourers, skilled and ordinary. is never equal to the demand, and positions cannot be filled as they may be in cities having a Chinese population to draw upon. With wages at the present high rate, a week's work will produce enough to support a family for a month provided the family lives beyond the crowded districts, in the ontlying barries where food is the only considerable item of expense. Again the Filipino is inordinately foud of club, and unions and he will pay a few cents subscription, sign a list, wear a hadge, smoke cigarettes, and live the life of an ideal lawabiding striker until an empty stomach drives him to work, and this is an unusual condition in a country where inture provides so bountifully.

THE CIGAR TRADE. Another correspondent writes: - The Manila cigar trade is at present brought to a complete stand-still in view of the general strike of the cigar-makers ordered by their Labour Union. It seems that the operatives demand nearly fifty per cent, increase in the wages, which the factories are unable to concede. as in that case the cigars would have to be sold at a very high price, which would ourtail. the sales. In order to fight the Labour Union, the eight factories have all combined forming a sort of a Cigar Manufacturers' Union, and they have agreed that when one factory is closed on account of the strike of its continue for a week or two before any sottlement recognise the necessity of increasing the wages in view of the increased cost of livinging consequent upon the American occupation, but some of the demands of the Labour Union are so unreasonable that if granted it would siversely affect the

> POLICE COURT. Wednesday, 16th July.

BEFORE MR. F. A. HAZELAND (POLICE

MAGISTRATE).

THIEVING CARETAKER.

A Chinese hunchback, a miserable-looking little bit of four feet-six humanity, denied that he had stolen and sold eleven ohe is whilst acting

The master of the club said there were about stealing were missing. Subsequent investigations revealed the guilt of the latter, who probably thought that eleven chairs would not be missed out of such a number. His Worship sent him to prison for three

wooks, with hard labour."

BEFORE MR. J. H. KEMP (ACTING POLICE

INDIAN GAMBLEES. Chinese gamblers in the Police Court are so very common that a welcome variety almost is imparted to the proceedings when a batch Worship. Nine Indians were run to earth Sergeaut Murison in a house in Hollywood Road on Tuesday night, and they were so dumbfounded by the sudden and totally unexmeeting of the American Chamber of Commerca | pected entrance of the police that they could only sit and stare whilst the cards and money

A NEW MIRE-BOAT.

The new water-boat Tubiq, built at Hong-Tabacelera Co., wholesale tobacco firm, went kong, arrived safely at Manils on the 8th inst. out on strike. This welled the total estimated | having done the journey coross in 4 days, 10 number of strikers to 3.000. The English hours. Captain Scott, late of the U.S. Naval Chamber of Commerce called a meeting for ten | despatch-boat Zafire, took the boat over. The o'clock of this day. All the native butchers in | Tubig is consigned to Armstrong and Mackay, the markets of the City also buried the bat it is understood that she is destined for the chet -with a vengoance, and struck terror | Compania General de Tabacos de Filipines to the sould of the consumer of that She is equipped with powerful wrecking pumps. gentle and tender inhabitant of our best Captain Scott gives the builders much credit known watering places, the cariban. All for constructing such a strong craft. His only the natives who were talked to by the agilators | danger lay in the boat consizing in the long seemed to take a childish delight in striking. southerly monsoon swell developing into a It was a movelty to them a sort of continual typhoon, which might wash boller and machinery ficeto. One 7th June an informal biseting of from the decks, where they make the vesse the American, English and Spanish Chambers | top-heavy. The Tubig is registered as 96 tons. of Commerce was held, the result of which was | but her immense water tanks carry 250 tons. a challenge direct to the union, in the shape of | She has a very big boiler space

LATE TELEGRAMS.

NEWS VIA AUSTRALIA.

DE WET'S SPEECH.

SOUTH AFRICA.

London, 16th June. Addressing the iumates of the Boer concentration comp at Winburg, and the large commando which surrendered those on Friday, Gen. De Wet heartily thanked the Boer women for all they had done for the cause of liberty. If the Boer women had been less staunch the burghers would, he asserted, have surrondered long ago. Referring to the present position, De Wet reminded his hourers that they were now, in the first instance, under British Government. He himself was now a British subject, after having fought till ther, was no more hope. It is a thoroughly lawful government to day," he concluded, " God having thus decided in summoning us as a Christian people to be

and other burghers." THE PRETORIA PLOT.

faithful to our new Government. Let us sub-

mit to God's over-ruling will. I exhort you to

serve the new Government loyally with myself.

London, 19th June. The Pretoria plot reported a week ago was discovered through an officer who understood Dutch overhearing one of the plotters named Sim accosting General Beyors in the street. The plotters' rendezvous was an empty house, whence they had excavated a passage which was already within 10 yards of Lord Kitchener's -residence when the discovery was made. Dynamite and wires being laid in the tunnel or passage, which it was intended to explode when Lords Milner and Kitchener were together in the Commander-in-Chief's residence.

ORIGINAL BOER SIMENGTH. The original strength of the Boer forces has | free trade been estimated as follows:-In concentration and prison camps 42,000 Dead, wounded, and sick... 11,000 Recent captures 9,000

The "recent captures" referred to are those Boers who were made prisoners during Lord Kitchener's latest drives, but who had not been sent into prisons or camps when peace was

ARRANGING THE FINANCES. London, zist June. In the House of Commons yesterday, Hon. J. Chamberlain, Secretary of State or the Colonies, stated that the £3,000,000 mentioned in the terms of the Boer surrender document lid not apply to the compensation which would be paid to the Cape Colony and Natal loyalists for demage wrought during the war. A sum of £2,000,000 would be provided for the latter puropose, and made chargeable to the Transvasi colony out of the first loan raised. In the case. however, of damage done in Cape Colony by

GENERAL NEWS.

rebels or natives, the expenses of providing

compensation would fall upon the Cape Govern-

INSURANCE AGAINST THE KINGS ILLNESS London, 17th June. West-End tradesmen, to cover themselves against possible loss, are heavily insuring the King. bince His Majesty's attack of lumbago Liloyd's are charging 20 guiness per cent. to insure that the Coronation procession will take place before the end of July . The previous rate was four guineas per cent.

IRISH LAND SALE AGITATION. A widespread plan of campaign has been organised throughout Ireland, including many districts of Ulster, in support of the compulsory sale of land scheme advocated by Mr. T. W Russell, M.P. In order to provide funds, the tenants are asked to deposit in a "war chest

25 per cent. of their respective valuations. landlords are also combining, and a stiff fight is expected. THE U.S. STEEL TRUST. London, 17th June

The Changery Court of the State of New Jersey has forbade the retirement of £40,000,000 of the United States Steel Trust preferred stock by the issue of £50,000,000 bond. The prohibition is based upon the argument that such a retirement would impair the rights of those shareholders who were not exchanging. The Court also upheld the preferred shareholders' rights vested prior to a special statute which was rushed through the New Jersey Legislature during the present year, muintaining that the directors were anable to alter holdings without the consent of the people

A WHISKY COMBINE. London, 17th June. The principal distillers in Soutland are combining to check the over-production of whisky SPEECH BY SIR J. COLOMB.

concerned. An appeal has been entered.

London, 17th June. Sir John Colomb last evening read a paper before the members of the London Chamber of Commerce, in the course of which he maintained that the effect of the South African war was greater upon British trade in colonial and Indian ports than at home. The demands of the Empire for watercarriage averaged 25,000 tons per hour, both day and night, and he considered that there was un argent necessity to afford onconragement to private enterprise in order to develop the speed, endurance, and carrying appoint of our liners. Such assistance should be afforded on conditions binding the shipowher nut to transfer the vessels to foreign proprietors, and, in time of war, to reseive armaments, guns, and or wa. Every son of this occunic Limpire on ht, continued Bir John, to contribute in time of peace to the means for keeping the sea clear in time of war, as the surest condition for ensuring economic survival, territorial astely, and

London, 18th June. The Irish Nationalist members of the House of Commons have resolved, that "owing to the misgovernment of Ireland, they cannot participate in the approaching Coronation celebrations. The Nationalists inlend to hold a monster meeting in Dublin on the 20th just-Coronation Day - " to consider the condition of

IRELAND AND THE CORONATION.

In the House of Commons yesterday, the Speaker announced the arrest of Mr. P. A. m Hugh, Nationalist member for North Leitrim, on a charge of criminal conspiracy and intimidation. The announcement was greeted with loud shouts of "Coronation Cocroica from the Irisa beaches

PRECAUTIONS AGAINST ANAECHISTS. London, 18th June. The Continental and English detectives are co-operating to prevent an influx of Anarchists into Landon during the Corollation. A number of Anarchists who recently quitted Zurich and General in Switzerland, have been traced to Paris where they are waiting an opportunity to cross over to a ngland

THE COEN TAX London, 19th June. In moving the rejection of the corn tax in | 15 wickets for 71 runs, and Haigh 6 for 19.

Morley accused Sir Michael Hicks-Beach, Chancellor of the Exchequer, of opening widethe door to protection, and also vaguely hinting at an alteration in the financial relations now existing between the motherland and colonies. The effects of the anbetitution of colonial for foreign produce would. Mr. Morley maintained, be to raise the price of raw material, increase the cost of manufacture, handicap Great Britain abroad, and "play ducks and drakes" with a great trade for the sake of a relatively small

one. It would be disastrous to interfere with

the ramparts of that fiscal policy which was the

the House of Commons last night, Mr. John

basis of Great Britain's opulance and credit. An animated debate ensued, in the course of which Sir Michael Hicks-Beach disclaimed any idea of using the corn tax to alter the fiscal policy of the nation. The tax was necessary, Sir Michael stated, to meet the financial requir. ments of the moment. It was not the Government's policy to try and encourage colonial trade by initiating a tariff war with Great Britain's best customers. The talk about preferential

duties was merely trailing a red herring over The House divided :---Against the amendment * For the amendment ...

The third reading of the measure was fixed The statement made in the House of Commous on Wednesday night by Sir Michael Hicks-Beach has been favourably commented upon in Continental circles. The Berlin critics seem to be particularly well-pleased with the

Government majority 133

Chancellor's utterances. The New Zealand Premier, now on a visit to England for the Coronation festivities, is convinced that Great Britain will grant the colonies some concessions, though not to the extent of endangering

THE BHODES SCHOLARSHIPS.

London, 10th June. The trustees appointed by the late Mr. Cecil Rhodes to administer his will desire that the colonial scholars under the special scholarships should go into residence at Oxford in October,

THE ISTHMIAN CANA'.

London, 11th June. The United States Senate has, by 42 votes to 34, agreed to the proposal to construct the Isthmian Canal along the Panama route if the title is clear and can be purchased for 40.000,000 dollars (£8,000,000), Otherwise the Nicaragua route to be chosen. It is expected that the House of Representatives will concur.

TERRIBLE CRIME IN THE U.S. Adelaide, 23rd June. A terrible outrage has just been perpetrated by a body of miners out on strike in America. I he mine was being worked by non-unionists. The strikers threw several charges of dynamite down the shaft, the explosion of which killed five men and maimed others. They then opened fire upon the survivors as they emerged from the shaft, killing and wounding several.

CRICKET.

AUSIBALIANS v. SOUTH OF ENGLAND. London, 18th June.

The match between the South of England team and the Australian cricketers was brought to a conclusion to-day at Eastbourne, the result being a win for the visitors by 131 runs. The follo wing were the scores and analysis: —

First Imines. Second Innings. Trumpor, b Wilson 31 b Thompson 7 Duff, lbw, b Wilson 1 o Bush, b Thompson Hill, c Thompson, b Best-Gregory, & Crawford. b Bostwick 19 b Thompson Darling, h Hestwick 6 b Wilson..... Armstrong, b Wilson ... 8 c Arnold, b Thomp-Hopking, b Wilson 6 e Storer, b Thompson 23 Keily, c bush, b Arnold lbw, b Thompson ... Trumble, not out not out.....

Total SOUTH OF ENGLAND. First Innings. Second Innings. Abel a Howelf b Trumble 33 run out..... Wrathall, c Darling, b. Howell Thompson, c Gregory, b run out U b Trumble 5 Bush, b Trumble Storor, at Kelly, b Arm. strong 1 c Howell, b Trumble 14 Arnold, b Trumble. 8 c Kelly, b Howell ... 15 Jessop, c Trumper, b 80 c. Duff. b. Trumble Crawford, c. Hopkins. 57 c Hopkins, b Tramble c Duff. b Trumble ... Bestwick, b Tramble ... 0 lbw. b Howell Extras

Total 138 Total BOWLING .-- AUPTRALIA. First Innings. Wilson, four wickets for 34 runs; Arnold, two for 66 : Bestwick four for 30 : Thompson, none for 24. Second Innings. Thompson, eight for &8; Wilson, one for 58; Hestwick, none for 25; Arnold, none for two.

First Inninge. Trumble, eight for 58; Howell, one for 39; Armstrong, one for 18: Noble, none for 16. Second Innings Trumble, six for 26; Nable, none for 15: A rinstrong

none for 1. Howell, two for 20.

SOUTH OF ENGLAND.

AUSTRALIANS DECRESSION Loudon, 20th June. The following are the present scores at DERBYSHIEL. First Innings.
Wright, o Howel, b Sainders

storer, b Armstrong. 36 Asheroft, b Armstrong Lawton, b Howe I Porest, r. D. Howell Burton, not out Beatwick, o Gregory, b Sandors Extras Bowling Analysis.

Trumble, none for 37; Saunders, four for 69 Hopkins, none for 24; Armstrong, two for 11 Howell, four for eight. AUSTRALIA. -- First Innings. Trumper c Humphries, b Bestwick 10 Hopkins, not out Hill. b Bestwick Gregory, o Humphries, b Ashcroft Armstrong, not out

Total (for 5 wickets) 156 Adelaide, 23rd June. The match between the Australians and Derbyshire has resulted in another walk over for the visitors, who won with nine wickets to spare. The scores were as follows Derby shire, 152 first and 78 second innings; Austra jans, 218 first and 13 for less of two wickets in second innings.

ENGLISH COUNTY CBICKET.

London, 19th June. In the County Chempionship matches yes terday Somerset best Yorkshire, Breaks testing

EASTMAN'S KODAKS. FILMS.

ACCESSORIES

DEVELOPING AND PRINTING UNDERTAKEN PROMPT RETURN. GOOD WORK.

WE HAVE AN ESTABLISHMENT SOLELY DEVOTED TO EXECUTING WORK FOR AMATEURS. AND WE HAVE LARGER AND BETTER FACILITIES FOR DEVELOPING AND PRINTING THAN ANY HOUSE IN THE COLONY

ACHEE

PHOTOGRAPHIC GOODS STORE

17. QUEEN'S ROAD CENTRAL.

FEW DOORS EAST OF HONGKONG HOTEL.

Hongkong, 6th May, 1902.

THE EXPEDITION TO LAKE

CHAD.

exitemely deficient in Bornu at this season. force advanced the French retired from the yet unnounced. British sphere into German territory. Their subsequent movements are unknown, but it is stated that a German force from the south was on its way towards Lake Chad, presumably bound for Dikoa, near the Anglo-German

The water of Lake Chad was found to be quite sweet, not brackish as was generally supposed. The water was found to be seven and ahalf miles from the shore as measured from the high water mark of the wet season. After reaching Lake Chad, Colonel Morland

returned with all speed to Lokoja, travelling via Yola and the Binue. Bornu may now be regarded as effectively occupied, a state things which will prevent future incursions across the boundary and lead to a closer observance of the Convention of 1893.

SOME STORIES OF RHODES.

Mr. Robert MacWilliam writes to the Times from Gill College, Somerset East, Cape Colony under date April 20, to narrate some persons. impressions of Mr. Cecil Rhodes. Here is one extract from his letter - For a long time Rhodes knew that he was a doomed Years ago he said to friend of mine, 'There are so many things I want to do in South Africa and have got only so many years to do them in. That I was told some seven years ago, and the period he mentioned expires this year. Could anything conclusively prove the man's force character and intrinsic greatness than his career during these last years knowing what he did? ... It is said that the character of a man is best shown in little things, and if this letter is not too long already MOET & CHANDON'S I should like to mention one or two of those de things to show what to my mind the real Ichodes was. One afternoon four of us started from Groot Schuur for a walk through the grounds, in the first place to see some fine new birds that he had got for his collection. With some difficulty we found a gate that was not locked but -like so many gates in this country fastened with a piece of wire twisted round the top. One of the party-then as now a member of the Capo Ministry—untwisted the wire and we got in and saw all that was to be seen. When we came out he staved behind to fasten the gate as before. (I should have mentioned that as it was Sunday afternoon there were hand; eds of reopie, men, women, and children, using the grounds as if they had been their own.) Rhodes turned and said. Come along, K, leave it alone. No. said he, the birds are nesting and some of these little beggars will go in and do mischief." Come along, I say, replied Rhodes, why shouldn't the little beggars bave some pleasure? Later in the nitermon, when we were sitting chatting in the billiard room, so well known now to readers of the illustrated magazines, a little girl, apparently a child of the artisan class; one of the afternoon visitors, strolled into the room where we were sitting and said, · Will some one please give me a drink? Rhodes at once jumped up and we could hear his call. James! James! bring this little girl

Added now to the joys of tobacco is the knowledge that smoking may prevent some diseases. Dr. Dumon, says Science Siflings has studied the action of tobacco smoke upon the various organisms found in the cavity of the mouth, and has found that while it has no effect upon typhoid lever grams or totands (lockjaw) it greatly retards the growth of the becill of influence, of diphtheria, and of consumption.

a glass of water/. Of course these are straws,

but straws show which way the wind blows."

ORIENTE HOTEL LITIGATION.

A suit was brought in the Manila Court last Renter's Agency reports (as we have already week by W. A. Fitton against Ah Gong. to learnt telegraphically) that the British ex- restrain the latter from interfering with the pedition to Lake Chad under Colonel Morland plaintiff in participating in the management of has proved a complete success, the programme the Oriento Hotel. Mr. Fitton does not claim originally arranged by Sir Frederick Lugard to be a partner of Ah Gong, but simply to have baving been carried out in its entirety. A an interest in the lease. The defence put on British garrison has been established in the a number of American business men fo vicinity of the Lake in a position com- testify that the plaintiff had no interest in manding the entrance to the British the hotel. Harry R. Hanford testified that Ah sphere across the German boundary by which Gong had refused to sign the lesse when he incursions have been made by the French; learned that Fitton's name appeared in it, until the hostile chiefs between the Niger and the Fitton gave him a letter, witnessed by Hanford Lake on the route followed by the expedition and signed in his presence, stating that he had have been either deposed or captured. British no interest in the lease. Mr.-Brown, president ports have been established at varying distances, of the International Bank, and former manager and the French have retired into German of the Oriente Hotel Co., testified that the comterritory. Advices from Lokoja, dated May pany was perfectly willing to rent the hotel to 13. state that one of the most noteworthy Ah Gong, although the plaintiff had told Ah features of the operations has been the ex- Gong that he would be unable to get the lease traordinary marching done by the column, unless he, Fitton, signed it. Mr. Wright, the which numbered about 1,000 men, inclusive of present manager of the hotel company, testified carriers. One march of 108 miles was performed to practically the same thing. Charles Jenkins. in five days, another of 200 miles in eight days, former manager of the hotel, said that and a further journey of the same distance in the plaintiff had admitted to him both ten days. These long marches were rendered before and after April 29, the date of the necessary owing to the want of water, which is lease, that he had no interest in the lease, but that he acted simply out of friendship for Ah Colonel Morland had no fighting after that Gong. Mr. Hanford had also testified to the with the Mallan Gibirilia, near Gujba. After same thing. Ah Sam, Ah Gong's partner. the chief's capture Gujba itself was peacefully was absent in China when the lease was signed occupied and a garrison established under a but returned shortly after and testified that suitable force was also left at Maiduguri, near Fitton had told him that he had no interest in the shore of Lake Chad and about 20 miles from the hotel, but simply acted in a friendly the German boundary. As Colonel Morland's capacity. The result of the case is no

ALLEGED TURF SCANDAL IN ENGLAND.

A telegram dated New York, June 12, says: -Mr. Francis Trevelyan, the noted turf writer. in the Telegraph this morning declares that the world is soon to be plunged into the greatest turf scandal in history as an aftermath of the English Derby, won by Ardpatrick in which Sceptre. Sevier's peerless tilly, was the favourite at the remarkably short price of 100 to 70. Trevelvan says Sevier lost half a million when Sceptre lost the Lincolnshire handicap, the first great race of the present English season. Then followed an offer by Vanderbilt of \$200,000 for the filly, which Sevier for some reason refused. Mr. Trevelyan declares the English bookmakers stood to win or lose £1,000,000 by Sceptre's victory or defeat, and that the opportunity was predigious for some one to make a big fortune by the filly's deteat. Continuing, he says: "It was a prodigious opportunity to make a fortune to an absolute cortainty, and assuredly there was no past episode in the career of Robert S. Sevier, ex-actor, ex-bookmaker and gambler extraordinary, to make any one suppose he would prove such a gilt-edged, high-lass and honourable sportsman as to turn up his nose at the goods the gods had strewn in his path. The race was won and Scentre besten. A few days later followed the ruling off of Sceptre's jockey. Randall, the son of a wealthy British manufacturor. Rendall was presumably punished for a later performance, but Trevelyan declares the real cause was the defeat of Sceptre.

"DRY IMPERIAL

CHAMPAGNE

PER I DOZEN BOTTLES PER 2 DOZEN 4-BOTTLES ...

MARTELL'S THEEF STAR

BRANDY

PER DOZEN

KING EDWARD LIQUEUR SCOTCH WHISKY

SPARKLING RED BURGUNDY

from the famous Cellars of

MESSES. GUICHARD, POTHERET & CO

H. PRICE & CO.

SOLE AGENTS-

12, QUEEN'S ROAD.

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions

TO-MORROW (FRIDAY).

the 18th JULY, 1902, at 3 P.M.

(On BOARD)

THE BRITISH IRON BARQUE

"GROSVENOR"

(Registered 516 Tons),

as she now lies n Hongkong Harbour, with all

her MASIS, SAILS, RIGGING, CABLES,

GEAR, APPURTENANCES, STORES.

IN ONE LOT.

Length 165 feet; beam 28 feet; depth of

The Vessel has been recently fitted with

The Vessel to be at Purchaser's Risk on fall

A Launch will convey intending purchasers

GEO. P. LAMMERT

Auctioneer.

V. I. REMEDIOS.

leaving Blake Pier at 2.30 P.M., on date of

PUBLIC AUCTION.

THE Undersigned has received instructions

SATURDAY,

the 19th JULY, 1902, at 2,30 P.M., at their

residence, No. 3, CANTON VILLAS,

Kowloon,

THE WHOLE OF THE

HOUSEHOLD FURNITURE.

CROCKERY. GLASS and PLATI

BATTERY, COOKING RANGE, PLANTS

Catalogues will be issued, and the whole to be

on view from Friday, the 18th inst.

TERMS OF SALE-As Customary.

Hongkong, 15th July, 1902.

ONE ELECTRIC FAN

from Col. BAILLIE and Major HEATHER-

Hongkong, 11th July. 1902.

BILL to Sell by Public Auction,

in POTS, &c., &c.

of Hammer, when one-third of purchase money

NEW SET OF SAILS, NEW TOP GAL-

LANT MASTS: NEW JIBBOOM, &c. -

hold 17 feet 3 inches. Carrying Capacity 700.

L to Bell by Public Auction,

de. to.

Tons deadweight.

is to be pai

THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until sountermanded. Orders for extra copies of DAILY PRESS should

be east before 11 a.m. on lay of publication. After that hour the supply is limited. Only supplied for Telegraphic Address: Pauss. Codes: A.B.C., 5th Ed

P.O. Box, 33. Telephone No. 12. ADVERTISEMENTS

\$10.00 REWARD. LOST.

FOX TERRIER BITCH, in pup white, with black head, tan lower jaw, and very small black spot on left flank. Answers to name of "BESSIE." The above reward will be paid to any person

bringing her to mo at the Harbour Office between the hours of 10 and 5. BASIL TAYLOR. Hongkong, 17th July, 1902.

... WANTED.

PORTUGUESE CLERK with Good Handwriting and some experience in 1902. Bookkeeping. Apply to-

Hougkong, 17th July, 1902.

NOTICE TO MARINERS. HONGKONG HARBOUR.

GROSSMANN & CO.

DEFERRING to Government Notification TV rv. 347 of 1902, the Wreck of the S.S." PAKSHAN" is now marked by TWO BUOYS painted green with WRECK in white letters, and which will carry red lights

Vessels are cautioned not to spproach within 100 feet of these Buoys: R. MURRAY RUMSEY, Ret. Com. B.N., Harbour Master, &c.

Harbour Department Hongkong, 16th July, 1902. DOUGLAS STEAMSHIP COMPANY. LIMITED:

FOR SWATOW THE Company's Steamship

"HAICHING, Captain Hodgins, will be despatched for the above port TO-MORROW, the 18th inst., at Noon. For Freig' t or Passage, apply to UGLAS LAPRAIK & CO.

General Managers. Hongkong, 16th July, 1902.

"GLEN" LINE OF STEAMSHIPS. FOR LONDON VIA SUEZ CANAL. **▼I**THE Steamship

"GLENTURRET," Captain R. Webster, will be despatched as above on the 3rd August.

For Freight, apply to McGREGOR BROS. & GOW. Hongkong, 17th July, 1902. WANTED.

ARGE SECONDHAND SAFE in Good Condition. Apply to-

Care of Daily Press Office. Hongkong, 12th July, 1902. BRITISH NORTH BORNEO.

WANTED. N EXPERIENCED FOREMAN for a management of Timber-cutting Machinery

Government Timber Mill. Must be thoroughly acquainted with the erection and Forward copies of recent testimonials and state enlary required to: DIRECTOR OF PUBLIC WORKS, Sandakañ

Hongkong, 4th February, 1902. WANTED.

COMPETENT PERSON to take Charge of Two Little Girls on voyage to England in return for passage, &c. Must be good sailor. Apply—

Care of Daily Press Office. Hongkong, 7th July, 1902. WANTED IMMEDIATELY.

TOR One Month. a SMALL HOUSE or FLAT Unfurnished or Furnished. State Rent required.

Care of Daily Press Office. Hongkong, 19th June, 1902. SITUATION WANTED.

YOUNG ENGLISHMAN, with three years' experience in Mercantile Firms. offers his services to any local firm or abroad at very moderate terms. Apply to --

"CLERK." Care of Daily Press Office. Hongkong, 11th July, 1902. WANTED IMMEDIATELY.

N EXPERIENCED PORTUGUESE CLERK for Canton. ARNHOLD, KARBEBG & CO. Hongkong, 30th June, 1902. WANTED.

N. ASSISTANT ELECTRICAL. Apply by letter only, giving Copies of References, to-THE SEVENTY-SECOND ORDINARY

MANAGER, Hongkong Electric Co., Ld.

Hongkong, 11th July. 1902. H.F.CARMICHAEL

CONSULTING ENGINEER, SURVEYOR AND CONTRACTOR QUEEN'S BUILDINGS.

TELEGRAMS: "CABMICHAEL," HONGRONG A B C Code, 4th Edition. A 1 Code. Lieber's Standard Code. TELEPHONE. 232. Hongkong, 21st June, 1901.

ENTERTAINMENT

KOWLOON INSTITUTE.

CONCERT Will be held in aid of the Funds of the above

Institute. TO DAY (THURSDAY), 17TH JULY, AT 9 P.M.

FARCE ENTITLED "POOR PILLICODDY."

Tickets \$1 and 50 Cenis. Hongkong, 16th July, 1902.

FUBLIC COMPANIES

THE PUNJOM MINING COMPANY, LIMITED.

TN Accordance with Articles Nos. 26 and 27 of the Articles of Association of the Company, NOTICE IS HEREBY GIVEN that the following Shares will be liable to be FORFEITED, unless the Call due on the 15th day of November, 1901, be paid, together with INTEREST at 10 per cent. per Annum, at the Office of the Company; No. 13, Beaconsfield Arcade, on or before the 25th day of July.

The following are the distinguishing Numbers of the Ordinary Shares :--

1271/1370 741/765 2559/2583 • -4233/4234 -3134:3183 - 9269/9318 6552/6651 8744/8843 9919/10018 11704/11753 9469 9518 12687/1269612273/12297 12444/12493 14003/14012 15/03/15282 15805/15854 17391/17445 19184/19233 19084/19133 19134/19183 21416/21419 21406/21415 22100/22121 21433/21447 21975/21999 *-*22047/22071 22897/22946 22972/22991 23036/23060 22992/23010 24197/24246 - 24097/24196 23997/24096 24807/24856 -24797/24806 24297/24396 25519/25543 25444/25493 25114/25143 25544/25568 25619/25643 25849/25898 26271/26320 25924/25948 25899/25923 28454/28463 27058/27082 28178/28353 31894 31993 29815/29914 - 31015/31114 34058/34077 33115/33164

35092/35141

-35842/35891-

36042/36091

- 36671/36720

36879/36893

38124/38163

~405**64/40603**

41329/41378

. 41729/41740

45518/45527

46966/46990

47890/47914

50230/50279

50630/50729

54947/54971

- 55991/559**93**

THE HONGKONG ICE COMPANY,

LIMITED

NOTICE.

I N accordance with the provisions of No. 104

of the Articles of Association, the General

Managers have this day declared an INTERIM

DIVIDEND for the Half-year ended 30th

DIVIDEND WARRANTS may be obtain

The TRANSFER BOOKS of the Company

JARDINE MATHESON & CO.

General Managera.

ed on application at the Office of the Company

will be CLOSED from the 20th to the 28th

THE WEST POINT BUILDING

COMPANY, LIMITED.

A N INTERIM DIVIDEND of One

Dollar and a Half per Share for Six

months ending 30th June, 1902, will be payable

on the 29th inst., on which date DIVIDEND

WARRANTS may be obtained on application

The TRANSFER BOOKS of the Company

By Order of the Board of Directors.

Secretary to the Hongkong Land Invest

ment and Agency Co., Limited.

General Agents: The West Point Building

THE HONGKONG LAND INVESTMENT

AND AGENCY CO., LIMITED.

30th June, 1902, will be payable on the 29th

inst, on which date Dividend Warrants may

will be CLOSED from the 21st to the 29th

HONGKONG, CANTON AND MACAO

STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

A HALF-YEARLY MEETING of

SHAREHOLDERS in the Company will be

held at the OFFICE of the Company, No.

18. Bank Buildings, Queen's Read t entral, on

TUESDAY, the 5th AUGUST at 12 o'clock

Noon, for the purpose of receiving a Report of

the Directors, together with a Statement of

Accounts, declaring a Dividend, and electing

The TRANSFER BOOKS of the Company

By Order of the Board of Directors.

Secretary.

will be CLOSED from 23rd July to the 5th

T. ARNOLD,

Hongkong, 15th July, 1902.

By Order of the Board of Directors,

A. SHLLTON HOOPER,

Secretary.

A. SHELTON HOOPER.

Co., Limited.

will be CLOSED from the 22nd to the 29th

June, 1902, of Four Dollars per Share.

on and after MONDAY, 28th July.

Hongkong, 15th July, 1902.

inst., both days inclusive.

at the Company's Office.

instant (both days inclusive).

Hongkong, 15th July, 1902.

inst., both days inclusive.

Directors and Aud.tors.

August, inclusive.

Hongkong, 14th July, 1902.

W. KERFOOT HUGHES,

Acting Secretary.

37334/37383 - 37384/37433

44870/44874 44878/44879

46125/46174 46020/46069

47201/47225 47226/47250

47540/47564 47505/47589

48115/48139 48140/48189

48231/48242 49352/49367

49443/49492 49930/50029

55266/55290 55291/55340

55999/56010 57102/57201

57627/57636 57637/57656

58582/58031 * 59541/59550

Hongkong, 8th July, 1902.

34692/34741

35942/35991

36167/36185°

40754/40803

41704/41728

47865/47889

50080/50129

51630/51929

55391/55490

35392/35491

-35892.35941

36142/30166

36831/36853

37144/37193

37434/37508

38154/38163

40704/40753

41379/41428

44300 44399

45167/45216

46120/46124

46730/46829

47076 47125

47490/47539

47840/47864

48090/48114

48206/48218

49368/49392

50030/50079

50280/50329

50830/50929

55216/55235.

75341/55390

55994/55998

57502/57526

57717/57816

PUBLIC AUCTION. R. GEO. P. LAMMERT has received instructions to Sell by Public Auction

MONDAY, ... the 21st day of JULY, 1902, at 3 o'clock P.M , at his OFFICES, Duddell Street, Two Lors or VALUABLE LEASEHOLD PROPERTY, Apply to—

Situate in HOLLYWOOD ROAD, UPPER LASCAR ROW AND WELLINGTON STREET,

The Property consists of :-Lot 1. INLAND LOT No. 204, held for the residue of a term of 999 years from the 2nd March. 1846, at the annual Crown Rent of

The following houses until recently stood upon the Lot Nos. 189, 141, and 143, Hollywood Road and Nos. 2, 4 and 6, Upper Lascar Row. Nos. 2, 4 and 6, Upper Lascar Row were recently destroyed by fire and have not yet been rebuilt The montaly rental received before the fire was

Lot 2, INLAND LOT No. 1309, held for the residue of a term of 999 years from the 22nd January, 1844, at the annual Crown Rent of \$12.00. No. 26, Wellington Street is situated on these premises. Monthly Rental \$80. For Particulars and Conditions of Sale apply

Messrs. DEACON & HASTINGS. 1', Queen's Road Central,

The AUCTIONEER. Hongkong, 1: th June, 1902. PUBLIC AUCTION.

THE Undersigned have received instructions from A. C. S. MANNESS, Esq., to Sell by Public Auction.

 ${f WEDNLSDAY}.$ the 23rd JULY, 1902, at 11 A.M., within his Residence, "DEBRINGTON," Peak Road, THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE.

Comprising :--SILK and SILK TAPESTRY DRAW ING ROOM FURNITURE, MUROCCO-COVERED SOFA and CHAIRS, One Set of AMERICAN BEDROOM FURNI TURE, MAHOGANY EXTENSION DINING TABLE, DOUBLE and SINGLE BRASS BEDSTEADS with WIRE and HAIR MATTRESSES. SILK GOODS. HAND PAINTED DESSELT SET. OLD DRESDEN VASE (Hand Painted), BRASS and BRONZE VASES and ORNAMENTS BLACKWOUD: WARE. TIENTSIN CARPETS and RUGS, PAINTINGS and ENGRAVINGS. AMERICAN SIDE BUARD and TABLES, TEAKWOOD OVERMANTEL and WARDROBES with BEVELLED GLASS, BOOK-SHELF. NAPERY, CUTLERY and CROCKERY WARE, PANTRY and KITCHEN RE-

QUISITES as neuel: A Large Number of Classical and other Works in English and French, a Quantity of PALMS and other PLANTS with PUTS and STANDS, One LADY'S BICY. CLE, One COTTAGE PIANO by Newby

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Manager Hongkorg, lat January, 1901 TYHE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA INCORPORATED BY ROYAL CHARTER, 1859

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Hiromi Kawasaki, Esq.; Totaro Shimosaka, Esq. KURAZO-NAGAO... Manager.

Taipeh, 6th December, 1901. THE MERCANTILE BANK OF

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NOTIFICATION.

CHINESE INDEMNITY OF 1901. THE following Regulations have been approved by His Majesty's Principal Secretary of State for Foreign Affairs for the

payment of the amounts of British private claims allowed by the Claims Commissioner. Claims are divided into (A) Death claims, and private claims allowed at and under Life sterling. (B) Private claims allowed over £100 Sierling, House & W. A. K. H. M. 144

Claimants under the first class, or their executois, administrators, or assigns, will be entitled to payment of the fall amount allowed. from the first instalment of the British General Indemnity due from the Chinese Government on the let of July next. Claimants of the second class are given the following option - and property of the

(1) Payment by Imperial Chinese Governmont 4 per cent. sterling bonds at par. redsemable by sinking fund within a period of 39 years from the lat of July, 1901. Interest on these bonds will be payable half-yearly, and they will be deliverable in exchange for a discharge in full for the amount of claim allowed. (2) Payment by Certificates hearing no interest, for the smount allowed, which will be given in exchange for a discharge

in full of the claim. These Certificates will be payable, by instalments. from the service of the British General Indemnity as and when received from the Chinese Government, enhant to the prior payment of plaints under Class (A) and of the service of bonds which may be taken in payment of private disims under Option (1). Due notice of such payments will be given in the London Times and in the local Press of Hongkong, Shanghai and Tientsin and the curresponding oppon attached to the Certificate will then become parable at the office of the Hongkong and Shanghai Hanking Corporation, 32 Lombard Street, London, for the amount of instalment advertised. The coupons will be negotiable at the branches and agencies of the Hongkeng and

Shanghai Banking Corporation in Hongkong and China. It is calculated that, under the conditions of the General Indomnity, it should be possible to extinguish these corlificates in five halfyearly instalments of not less than 10 per cent, the first of which will become due in the month of July, 1902.

British subjects, being claimants under class (B), or their representatives, whose claims have been allowed by the Claims Commissioner, are requested to communicate in writing with the undersigned at the Hougkong and Shanghai Hanking Corporation, Shanghai, not later than the 20th of July next, stating the option they desire to exercise with regard to payment by bonds or Certificates.

E. O. HILLIEH, British Delegate. Peking, 12th June, 1902.

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THE TRADE MARKS ORDINANCE.

APPLICATION FOR REGISTRATION OF TRADE MARK.

TOTICE IS HEREBY GIVEN that CHARLES WEDDERBURN DICKSON, have, on the 8th day of May, 1902. applied for the registration, in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARK ... Jal manager

A distinctive device representing a dragon; in the name of JARDINE, MATHESON CO., who claim to be the proprietors thereof. The TRADE MARK has been used by the said JARDINE, MATHESON & Co. in respect of the following goods:

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on behalf of Jardine Matheson & Co MINERAAL LABORATORIUM.

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Socrabays. 7th August, 1901 HONGKONG SUBSCRIPTION MINBRARY, MARCON

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J. W. KEW. Manager. 20. Des Voeux Roe! Hongkong, 13th June, 1902.

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SPORT AND ANECDOTE

BY AN OLD FOGEY.

THE LIMIT OF HUMAN SPEED. I was very much interested to see an au theritative statement from America the other day to the effect that A. F. Duffy, the American sprinter, who holds the 100 yards' championship of the Amateur Athletic Union of Great Britain, had beyond all doubt covered 100 yards in 9.3-5secs. I told you last year how he accom plished this distance on grass at Leicester on July 20th, and as this record was accepted by such a careful and scrutinising committee as that of the A A.A., there can be no doubt that Duffy is capable of the lutest feat he is credited with. Torday (Saturday) he was to leave New York for England in order to run at our championship gathering at Stamford Bridge on the first Saturday in July, and the great world's record that he has now established should add to the interest of his re-appearance. For a long time 10 seconds for the 100 yards was regarded as the limit of human powers, but eventually several men did 9 4-5secs., but this was never the time registered in England until nearly twelve months ago. There have been several attempts to give the credit of 9 3-5secs. to several flying bineds; but there has always been an element of suspicion. There is a legend that a man named L. Pike "did" the 100 yards in 85secs. at Baltimore Baseball Grounds in August, 1874 while at Princeton College in 1879 it was allegedthat H. P. Smack, the winner, got over the 100 yards in 9 1-5sec. the second. F. Loney, in Places. and the third, F. Laudon, in Places. Here, indeed, was a constellation of worldbeaters No doubt they were all very fast men, but I guess that the timekeeper was the fastest of the lot. He should have thrown his watch away, and bought a reliable chronometer. Again, F. S. Hewitt was credited with 93 secs. on grass at Melbourne in Australia on March 4, 1870, while E. Donovan was said to have compassed the distance in 9 3-5 secs, at Boston, Muss, on September 2, 1895. Even later still at the autumn sports of the Georgetown University, U.S.A., Barn ey Wepers, the Worcester wonder, was returned as travelling at the rate of 9 3-5 sees. But none of these figures were ever established, and it has been left for A. F. Duffy to prove his superiority, beyond all question, over every other sprinter who ever donned a pair of pumps. Fancy a man running at the rate of between 20 and 30 miles an hour. Prodigious MARYELLOUS AMERICA.

Three times has Duffy ran 40 yards in 43. secs. and 80 yards in 6 2-5secs., so that he is evidently a man who is remarkably quick into his running, and that is the secret of all his necess. He starts at almost full speed, and the further he goes the faster he runs up to a certain distance. That is to say, supposing Duffy, who generally attains a lead at the half distance. covers the 50 yards in 5.2-5secs, he must run the latter half of the race in 4 1-5secs., which should consider quite possible to such a man in full gait, especially as he had done 4 3-5secs. from a standing start, which at any rate means the fraction of a second in getting away from his mark. But a man who can annihilate space and time like this is indeed a phenomenal pedestrian. But the Yankees will be first. In 1876 not a single world's best was held by an American. But now, as is pointed out in Spalding's Athletic Almando for 1902, "The important athletic records of the world are now held by the Americans, which is certainly a state of affairs that must be pleasing to American athletic followers. This is true we will say up to 1,000 yards, but n native American has ever proved himself a good distance man, because neither he nor his climate is adapted for sustained effort. But at any rate at these distances the American car point to unrivalled deeds, viz., the 9 3-5secs. of Doffy over 10.1 yards, the 47secs, of Maxwell Long over 440 yards, and the 1 min., 53 2-5 secs, of C. H. Kilpatrick over 880 yards. 1 have seen all these men, but while Long struck me as a model quarter-miler in build, and Kilpatrick was a magnificently built mac without much pluck, Duffy never seemed to me an ideal specimen of humanity for such work Still he has great strength, and, as I have said before, he flashes into his top pace like a fury The Americans are a marvellous people.

ALEXANDER HERD, THE GOLF, CHAMPION. There is no doubt whatever that Alexander Herd, of St. Andrew's and Huddersfield, deserves the title of champion golfer, if eve man did, sithough he only defeated Harry Vardon of Ganton and James Braid by one stroke. This was indeed a "short head" victory. but it sufficed. For ye rs we have all recognised that Herd was among the best players in the country, but in the open championship, where both ampteurs and professionals compete, he has always had the very worst of luck and bo failed at the finish. But his perseverance has THE very best ob ainable. As prepared in been rewarded. Alexander Herd was original, ly a working man at St. Andrews, and follow-d the humble but necessary calling of a plasterer. His leisure was devoted to golf, and he proved such an adept that he eventually took up the brassic and the putter as a means of obtaining Test Match at Leeds in 1899. This time Englivelihood. As a professional he cultivated bis game at Portrush in Ireland, Longhborough July, 1888, we have quite another story to tell, in Leicestersbire, and Blundellsands in Lancashire, removing to Huddersfield in 1892, and in [1674 this famous Yorkshire cricketing town Sandy Herd has since remained. For several years he has tried to win the champion hip, but his reward has come at last. As he is still a young man, and an athlete every inon, there are sure innings in the match, and it was a heroic effort, to be more triumplia in store for such a player. He has one great advantage over Harry Varden so far as other people are concerned. Harry Vardon is a man by hin self with a style of his own, and a genius subject to none of the laws

If any of my friends want to implove their and Lobmann all bowled with effect. Jack pame let them closely watch the new champion. Lyons, the Gawler giant from South Australia. for he has a classic method almost beyond was the Heroules of the other side, as he criticism. He is the Arthur Shrewsbury of his made 55 and 38, and in the first venture co craft. During the last four years we have had England captured five wickets for 37 runs. Harry Vardon, J. H. Taylor, James Braid, and He never acquitted himself better than Alexander Herd win in their turn. This is this. In July, 1893, we had the only draw good for golf. It is desirable for the welfare of any sport that the honours should go round. Mr. Robert Maxwell greatly distinguished himself among the amateurs, but only Mr. Harold Hilton and Mr. John Ball, junr., of the gentlemen have ever won this event. an old gentleman, a grandfather, and an Englishmun won the umsteur chempionship. it was left for a Scoteman in the prime of his manhood to gain the greatest honour of all There was a time when folks talked about the way Sandy Hord had gone off his game, but I wonder what some of these close critics think now. They are confounded. It is never wise to be too certain of anything in matters of sport. The defeat of Sceptre in this year's Derby is the latest instance of the cognoscenti being dumbfounded. But I remember some years ago Richard Daft was taking part in Gentlemen v. Players. It was in 1872, at Lords. In the first innings he was bowled by Mr. A. by Tom Hayward in the slips when he was Appleby, of Lancashire, before he could score. It was a fine bailer, and next day one of the London pape s gravely announced that the rungetting powers of dapper Dicky Daft had vanished, and that he was not worth his place in the Players' eleven. Next innings Daft scored 102 before Mr. Appleby again bowled him off his glove. Wisden tells us that it was a "chanceless innings, so patiently, so skilfully, and so faultlessly played as to wholly merit the hearty prolonged shout of appleuse that greeted him from the gentlemen at the pavilion." Yes, but Dicky Daft told mo that he sought out the representative of the London paper which had reviled him, and gave him a little bit of his mind, as he could when once he began on such au unpleasant task. Well, Sandy Herd is in the same fortunate position, and he can now snap his fing rs at those who thought his play had declined, and that he would never win the blue ribbon of the links.

THE TEST MATCH, During the last two days we have all been excited over the Second Test Match at cricket between England and Darling's team, more commonly styled the eleventh Australian combination. This has been taking place at Lord's ground, the Mecca of all lovers of the game which Lord Byron described as a "manly toil." I can only hope, writing as I am before the match is concluded, that we shall this time have a definite is ue, and not have the contest ad vanced to a most interesting stage and then left as an "undecided," to borrow a phrase from the coursing world. Usually the matches have been brought to issue at Lord's. There have been, prior to this season, seven matches at Lord's, and they have resulted in four English victories, two defeats, and only one draw, so that those who cave about the probability of the Tests being drawn are speaking without the facts so fur as the Marylebone enclosure is concerned. In these seven games England have made 2,577 runs for 105 wickets as against 2,223 for 120 wickets, so that the average in favour of the Mother Country at St. John's Wood is 24.54 as against 18.52 This is very comforting. At Lord's the highest English total is 379, while for Australia 421 has been hit. The lowest total has been 53 for both sides. In no match on this old historic turf has an aggregate of 1,000 runs, been obtained, the highest being the 895 of 1899 and I think it well to emphasise all these details as showing that the sward at Lord's not generally too favourable for heavy run-getting. The Oval is the great ground of London for phecomenal scores. For England only A. G. Steel, 148 in 1884, and Arthur Shrewsbury, 164 in 1885 and 106 in 1893, have ever reached three figures on this classic spot, but the Colonists can beat us in this respect, for Harry Graham hit 107 in 1893. Harry Notts 143, and Syd Gregory 103, both i

the 1893 match, and Clem trill and Victor

Trumper both 135 in the 1899 contest.

PREVIOUS TESTS AT LORDS. The first Test Match at Lords in 1884 was the only one of the season fought to & finish and England won by an innings and five Thus, despite the fact that Murdoch won the toss. The feature of the game was A. G. Steel's 148 which, I think, was undoubtedly the grandest innings he ever played, despite one chance. The Australians never looked like winning, and when Ulyett, with his fast bowling, took seven wickets for 36 runs in the second innings all was over. At Lord's in 1836 Shrewsbury made one of his masterpleces, 164. He was batting seven hours, and I have no besitation in saying that this was in point of merit the most noteworthy innings ever played for England, especially as it was upon a wicket affected by rain. The Australians failed badly and followed on They could do nothing against John Briggs, who captured 11 victims for 47 runs. Prior to this he had been regarded as a useful change bowler, but this feat established his reputation as an artist with the ball. John Briggs never looked back again nutil the fatal land won by an incings and 106 raus. But in for Australia were the conquerors by 61 runs. When McDonnell and Grace tossed it was felt who ever named the coin would win the match. and so it proved, for the pilch went from bad to worse, and Turner and Ferris bowled Hugland out for 53 and 62 Lirace's 24 was the highest and worth many of his handreds. But in July. 1899, England prevailed again-this time by seven wickets, aithough the Cornstalks made a brave show. Grace was again the top scorer with 75 not cut, sithough Ulyett hit 74 and rules which fetter other men, whereas Herd and even the patient Dr. Barnett 67. But is a model for every player in all that he does. Grace won this battle, although Peel, Attewell

of the series. It was a heavy scoring game, es 837 runs were made, and the honours were well divided. Shrewsbury came very near to compiling a hundred in each innings, as he hit 106 and 81. This is a record yet to be established, but the famous Notts man, and Percy McDonnell have been nearer to it than anyone else. The fittle Victorian dusher, Harry Graham, made a glorious debut in these games in this country, as he amassed 107. Nor must we overlook that another debutant, F. S. Jackson, scored 91, thus giving a foretaste of the trouble he ladled out at the Oval in 1899. In 1896 Harry Trott's team had always an upbill task. Against 292 they could make but 52, being here children in the hands of Lohmann and Richardson, who disposed of them on a hard wloket. Then they followed on, and both Trott and Gregory-rouched three figures, although have no sort of doubt that Trott was caught However, all's well that ends well, for England won by four wickets. Who will ever forget the battle of '99, when the pace of Ernest Jones was too much for England, when we had no bowling, and both Hill and Trumper punished us unmeroifully. Trumper's 135 (not out) act the seal on his fame. Despite a valight effort by MacLaren, who scored 88 (not out). his highest against the Cornstalks in England. the poor old Motherland was vanquished by no less than tou wickets-the most crushing blow England ever received at home. Has that disaster been avenged! Let the latest tel grams

acquaint you. London, 14th June.

NOTICES OF FIRMS.

NTOTICE IS HEREBY GIVEN that MR. CHENG YUET PO is authorised to SIGN our Firm PER PROCURATION from this date during my absence from the Colony. C. W. BISMARCK. Manager.

BISMARCK & Co. Hongkong, 14th July, 1992.

NOTICE.

TR. MOLADENA HAJEE PEER. IVA MAHOMED being about to leave for Bombay, Mr. HAJEE JOOSUB ABHA assumes Charge of our Business from this date, and is authorised to Ston tre Firm.

HAJEE ADUM ESMAIL & CO. Hongkong-Canton. 14th July, 1902.

NOTICE.

Hongkong, 15th July, 1902.

TROM this date Mr. JOOSEB HAJEE NOORDIN. alias LAU-LAI-POO. CRASED to be the Compredere to my Firm. Mr. LO CHUP LUK has from this date been appointed COMPRADORE to my Firm and is responsible for all future dealings. MAHOMED HAJEE ESSACK ELLIAS.

NOTICE.

THE PARTNERSHIP between the undersigned was Dissolved by Mutual Consent on the 12th July, 1902 W. LYSAUGHT & SON. Hongkong, 16th July, 1902.

NOTICE.

FITHE ANNUAL GENERAL MEETING of the PEAK CLUB will be held at 6 P.W. on TUESDAY, 22nd JULY, or the CLUB PRÉMISES.

C. G. PRITCHARD, Major. Honorary Secretary, Peak Club Hongkong, 16th July, 1902 NOTICE OF REMOVAL.

TE have This Day Removed our Office to Nos. 18 and 19. CONNAUGHT ROAD CENTRAL, near new Blake Pier. . BISMARCK & CO. Hongkong, 11th July, 1902.

THE AMERICAN SYSTEM

FENTISTRY

DR. M. H. CHAUN, 33. DES VŒUX ROAD CENTRAL, HONGKONG. From the University of Pennsylvania, U.S.A. Hongkong, 4th March, 1902.

CHADWICK KEW DENTAL SUBGEON,

No. 39, QUEEN'S ROAD CENTRAL.

Office Hours-9 A.M. to 5 P.M. Hongkong, 19th March, 1902,

TIENTING.

SURGEON DENTIST. No. 10. D'AGUILAR STREET. TERMS VERY MODERATE.

Consultation Free. Hongkong, 23rd September, 1891.

TINE Undereigned hereby notifies that he has completed the building of the New Houses at the Peak on the sites Nos. 106 and 111 (by order of Messrs. DENISON, RAM and GIBBS), which the former Contractor, ON YIK. left unfinished; and that he will not be responsible for many Debts due by, or faulty building of the said ON YIK. SUM HING.

Shanghei Contractor. Hongkong, 18th June, 1902. CHEONG LEE & CO.

FURNITURE STORE,

Established over 20 Years MMPORTERS and EXPORTERS, and Dealers in Furniture, Blackwood. Jewellery, Curios, Cutlery, Electro-Plate, and Glaszware. Dining-room and other Furniture on Hire &c. For the HIGHEST GRADE, BEST and CHEAPEST.

8. QUEEN'S ROAD CENTRAL. Right opposite Robinson Piano Co. Hongkong, 20th November, 1991.

THE "INVINCIBLE" COMBINED OIL MOTOR AND CENTRIFUGAL PUMP.

THE LATEST AND BEST WATER RAISER-IN THE MARKET.

INDISPENSABLE TO CULTIVATORS FOR TRREGATION. . It is Light in Weight. Easily Started and Worked. Clean in Working.

Compact and very Fortable. SIMPLICITY ITSELF.

Pump will swivel on its bed plate.

WHEN NOT REQUIRED PUMPING, THE MOTOR

THE "INVINCIBLE" CENTRIFU +AL PUMC MAY ALSO BE DRIVEN BY STEAM ENGINE OR ELECTRIC MOTOR LIRECT, OR BY BELT; AND HAS A WORLD WIDE REPUTATION FOR

DRAINAGE, IRRIGATION AND MENING; ALSO FOR-SEWAGE, WATER WORKS, AND OTHER PUMPING PURPOSES.

CATALOGUES MAY BE OBTAINED ON APPLICATION TO THE OFFICE OF THIS PAPER.

H. GWYNNE. LD.: ENGINEERS, HAMMERSMITH IRON WORKS, W., AND -Cadles: GWYNNE," LONDON. 81. CANNON STREET, LONDON, E.C.

BUSSAN KAISHA MITSUI & CO.

HEAD OFFICE: -43. SARAMOTO-CHO. TORYO. LUNDON BRANCH : 34. LIME STREET, E.C. HONGKONG BRANCH :- PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER BRANCHES New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Matila, Amoy, Shanghai. Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokokati, Yokosuka, Nagoya, Osaka, Kobe. Kure, Shimonoseki, Moji, Wakamatse, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Maidzuru Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers

SOLE PROPRIETORS of the Famous Milke, Tagawa. Yamano and Ida Coal Mines: and SOLE AGENTS for Hokoku, Hondo Ichimura, Kanada, Kishima, Mameda, Manaoura, Onoma: Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara, and other Coal-N. INUZUKA, Manager, Hongkong.

INSURANCES

PYRANSAPLANTIC FIRE INSUS-ANCE COMPANY OF HAMBURG

The Unitersigned, saving been appointed ACENTS for the abov Company, are prepared to . COEPT RISKS against FIRE at tin real Rate.

SIEMBSEN & CO.

Hongkong. th Novem et. 1972. AACHEN AND MUNICH FIRE IN-SURANCE CO. OF AIX-LA-CHAPELL.

THE Undersigned, having been appointment AGENTS for the above Company, are. prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÖCKELMANN & CO. Agenta... Hongkong, 21st April. 1897

COTTISH UNION AND NATIONAL INSURANCE COMPANY. EDINBURGH AND LONDON.

EST BLISHED 1824.

Invested Funds, 14,900 000, Annual Income 8: 00 0,000: Fire Insurances effected at Current Rates. Terms and Particulars may be had on application to-SANDER, WIELER & CO.

Agents in Hongkoug. Hongkong, 16th July, 19 2. NORTH BRITISH AND MERUA TILE INSURANCE COMPANY.

TOTAL FUNDS AT Slat DECEMBER. 1901.

AUTHORISED CAPITAL ... ES.GHI.CHIT . 0 SUBSCRIBED CAPITAL ... 2.750 (H)(1 0) PAID UP CAPITAL II. Fire Funds.....

The Undersigned, having been appointe AGENTS for the above Company, are pre-

pared to ACCEPT RISKS against FIRE . Current Rates. SHEWAN, TOMES & CO.

Hongkong, lat July, 1902 SALAMANDER FIRE INSULANCE COMPANY.

AHE Undersigned, having been appointed AGENTS for the above Company, at repared to ACCEPT I USKS against FIRE t Current Rates. HOTZ VIACOB & CO

Hongkong, 2nd April. 1900. "L'URBAINE" FIRE INSURANCE COMPANY, LD.

FILE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS

(Established 1838.)

at current rates. P. LEMAIRE & CO. Hongkong, 7th February, 1901.

THENIX FIRE OFFICE The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPBAIK & CO.

Agents for the Phonix Fire Office. Hongkong, 17th August, 1887. THE WESTERN ASSURANCE COM-PANY OF TORONTO CANADA. Incorporated 1851. CAPITAL 2410 000.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS sgapet FIRE at Current Rates. WM. MEYERINK & CO.,

Hongkong, 19th May, 1902.

"'[1

GLOBE INSURANCE COMPANY. ESTABLISHED 1836. THE Undersigned having been appointed

AGENTS are prepared to ACCEPT FOREIGN and CHINESE RISKS against FIRE, at Current Roter. · WM. MEYERINK & CO. Hongkong, 3rd June, 1902.

THE LIVERPOOL AND LONDON AND

IN INSURANCE OFFICE, LONDON

FOUNDED 1730 The Undersigned hav up were appointed. AGENTS for the above Company, are propared to ACCEPT RISKS against FIRE at Current Rate. * SIEMSSEN & CO.,

Hongkoug, 16th May, 1892.

ATORTH GERMAN FIRE INBUR-ANCE COMPANY OF HAMBURG The Undersigned AGENTS of the above

Company are Parpaged to Accept First Class Foreign and Chinese Risks at Current Stemssen & Co.

Hongkong, 29th May 1895

WE have The Day been appointed AGENTS of the MANCHESTER ASSURANCE COMPANY, a. d are prepared to Accept Risks at Current Rates. * ALEX. ROSS & CO. Hongkong, 1st July, 1902

(ARTRIDGES! CARTRIDGES!

TUST LANDED & NEW STOCK of ELEY'S and KYNOCHS SPORT. ING CARTRIDGES and NEWCASTLE JHILLED SHOT. 20 BORE CARTRILGES

WM. SCHMIDA & CO. Gunemithe. Horiston g. Sed January, 1901.

THE HONGKONG STUDIO.

PHOTOGRAPHER, CRAYON POR-TRAIT PAINTER, ETC. TOHOTOGRAPHY in all its Branches.

Groups and Interiors a Speciality. Large Selection of Views. TOP STORIES. 41 & 43, QUEEN'S ROAD CENTRAL, Hongkong. Hongkong, 22nd April, 1902, SUN SOY LUNG & CO.

TORESERVERS of GINGER and all kinds of FRUITS. Export Orders promptly attended to No. 12, DES VŒUX ROAD WEST. Hongkong, 26th June. 1902. CARBOLINEUM-AVENARIUS

USED FOR OVER 25 YEARS.



Throughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.

LUTGENS, EINSTMANK & CO., Sole Agents for China. Hongkong, let July, 1902

VESSELS ADVERTISED AS LOADING.

the anchorage of any Vessel, the Harbour has been divided into Four Sections, com amoing from Green Island. Vessels anthoring nearest Kowloon are marked nessest, Hongkong h. midway between Hongkong'and Kowloon in, and those vessels berthed at the Kowloon Whart h.w., together with the number denoting the section. 3. From Blake Pier to Naval Yard. From Green Island to the Harbour Master's

1. From Green 12. 2. From Harbour	2. From Harbour Master's to Blake Pier.			4. 1	4. From Blake Pier to Naval Yard. 4. From Naval Yard to East P. int.		
DESTINATION	Vehsel's name	PLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY T	TO BE DESPATCHED	
LONDON, &c., VIA PORTS OF CALL	BENGAL	Brit. str	<u> </u>	A. L. Volentini	P. & O. S. N. Co.	On 19th inst, at Noon.	
DONDON, Sc., W. Clears of Oxize management of	•		. ,	***************	BUTTERFIELD & SWIRE	On 22nd inst.	
LONDON & ANTWERP VIA SUEZ CANAL	BENLES I			Clark	GIBD, LIVINGSTON & Co	To-day.	
1 ONLON	MALACCA	Brit, str			P. & O. S. N. Co.	On 25th inst. at Noon.	
LONDON, YIA SUEZ CANAL	DENTAMERS	17 7 1 (Ging, Livingston & Co		
LONLON, VIA, STIEZ CANAL	GLENTURKET	· · · · · · · · · · · · · · · · ·			McGregor Bros. & Gow		
LONDON	TELEMACHUS	Brit. str Brit. str.	2 m.		i 🖛	On 5th August. On 19th August.	
LONDON & ANTWERP	ANTENOR					On 2nd September.	
LONDON	70%				BUTTERFIELD & SWIRE	On 16th September.	
-INTROOL DIRECT	Pyrruus	Brit. str			BUTTERFIELD & SWIRE		
MARSEILLES, LONDON, & ANTWERP V. S'PORE, &C.	KAWACHI MARU	Jap. str.	 -	J. S. Thompson	1		
MARGEILLES, &c., VIA PORTS OF CALL	ANNAM	rren. str	,	Sellier	Messageries Maritimes		
BREMEN, VIA PORTS OF CALL	Sachsen			W. Franko	Melchers & Co.		
HAVRE & HAMBURG	SILESIA	Ger. str.		Bahle	HAMBURG-AMERIKA LINIE		
HAYRE & HAMBURG	C. Pupp Laure	Gas of	2 m.	Ehlers	HAMBURG-AMERIKA LINIE HAMBURG-AMERIKA LINIE	On 14th August. On 25th August.	
HAVRE & HAMBURG	C. FERD LAERZ	Gor str.	2 m.	Fuchs			
HAVRE & HAMBURG	ANDATHSIA	Ger. str.	·	von Dohren		i	
HAVRE & HAMBURG	FREIBURG	Ger. str		Prosch			
NEW YORK VIA-PORTS & SUEZ CANAL	ATHULL	Brit. str	2 m.	. 141 44 44 1411 144 4 4 4 4 4 4 4 4 4 4	•		
NEW YORK VIA SUEZ CANAL	INDRAMAYO	Brit. str	-	*************	· · · · · · · ·		
NEW YORK VIA SUEZ CANAL	RADKORSHIRE	Brit. str					
NEW YORK VIA SUEZ DANAL	BENCLEUCH	Brit. str.			GIBB. LIVINGSTON & Co		
NEW YORK		Brit, bq	2 m.	Davis	 		
NEW YORK	VERONA	Ger. str Brit. str		F. F. Bement	CARLOWITZ & CO	······································	
NEW YO K VIA SUEZ CANAL	ATTEMPT AT	Brit. str.	.	H. Mowatt	CANADIAN PACIFIC R. Co		
VANCOUVER, VIA SHANGHAL &	EMPRESS OF CRISA		<u> </u>	1 7	CANADIAN PACIFIC R. Co		
VICTORIA, B.C., & TACOMA VIA JAPAN	CLAVERING	Brit. str		D. Barton	l as		
VICTORIA (B.C.) & SEATTLE VIA SHANGHAL, &C	Tosa Maru	Jap. 18tr	. –	H. Christiansen	NIPPON YUSEN KAISHA	I	
VICTORIA (B.C.) & SEATTLE VIA MOSI, &c	KAGA MARU	Jap, str	,	J. W. Ekstrand			
PORTLAND, OREGON				Craven		1, .*	
AUSTRALIAN PORTS	AIRLIN		2 m. 2 m.	St. John George	GIBB, LIVINGSTON & Co.		
AUSTRALIAN PORTS		Brit. str		A 101 Mana		.	
AUSTRALIAN PORTS				A. E. Mosas	Nippon Yusen Kaisha Sander, Wieler & Co		
KOBE & YOKOHAMA		Jap. str.	2 m.	W. Townsend	Nippon Yusen Kaisha	l and	
KOBE & TOROHAMA	IDZUWI MARU		<u> </u>	C. H. Butler			
ROBE & YOKOHAMA	TSINAN	Brit. str		*****************	Demonstrate & Owener		
KOBE & YOKOHAMA	HARATA MARU	Jap. str	-	F. L. Sommer	NIPPON YUSEN KAISHA		
NAGASAKI, KOBE & YOKOHAMA	Kasuga Maru	Jap. str.	: 	H. Fraser	NIPPON YUSEN KAISHA		
TIENTSIN					Butterfield & Swire		
SHANGHAI & CHINKIANG	WOOSUNG	Brit. str.		7	Butterfield & Swire		
SHANGAAI	GARAGE CANADA	Brit, str. ,,,		R. A. Peters	P. & O. S. N. Co		
SHANUHAI TANSUI, YIA SWATOW & AMOY	Darrey Mann	for ste	i m		Mitsui Bussan Kaisha		
HOOCHOW VIA SWATOW & AMOY	Angrad Manu	Jan. str.		G. Sakano	Mitsui Bussin Kaisha		
FOOCHOW	Ракиот	Brit. str.	2 m.		BUTTERFIELD & SWIRE		
AMOY & SHANGUAI	KIUKIANG	Brit. str		40400014411440499000	BUTTERFIELD & SWIRE		
NPING. VIA SWATOW & AMOY	MAIDUZBU MARU	Jap. str. ,,,	1 m	T. Saito	MITSUI BUSSAN KAISHA		
SWATOW	HAICHING	Brit str	_ 12 /h.	Hodgins	Douglas Lapraik & Co		
SWATOW	TAILEE			P. Michelsen	MEYER & Co		
SWATOW & SHANGUAI	KASHING	Brit, str.			Butterfield & Swide		
CEBU & ILOILU	VIII VOLVO	Drit. Str.	i 2016.	D H Rolfo	BUTTERFIELD & SWIEE	l 	
MANTIA	ROSETTA MARU	Jon ata	2 m.	Tate	Jardine, Matheson & Co Mitsui Bussan Kaisha		
MANILA BOMBAY, VIA SINGAPORE & COLOMBO	HIROSHIMA MARII	Jan arr	2 m.		NIPPON YUSEN KAISHA		
SINGAPORE, PENANG & CALCUTTA	LIGHTNING	Brit str.			DAVID SASSOON & Co., LD.		
DINGAL OLDINATION OF COMMENT OF COMMENT				, -			

ARRIVALS. July 15. BABELSBERG, German str. 1,379, A. Beeckmann, Manila 12th July, Ballast .--. E. A. TRADING CO.

Jul. 15, MATHILDE, German str., 673, S. Wissing, Tsington 9th July, General,-JIB EN & Co. Jaly 15, SKULD, Norwegian str., 914, A. Berboin, THE Steamship Bangkok 7th July, Rice .- . HINESE. July 16, Australian, British str., 3,000, H.

GIBB. LIVINGSTON & Co. July 16, Dallin Maru, Japanese str., 900, T. Ognia, Tameni 13th July, Amoy 14th and Swutow 15th, General.—M. B. KAISHA.

Hongay 12th July, Coal, - Jensen & Co. July 16, Haiching, British str., 1,267. A. E. Hodging Foothow 13th July, Amoy 14th and Swatow 15th, General.-DOUGLAS LAPRAIN & CO.

July 16. HIROSHIMA MARU, Jap. str., 2,035. T. Murai, Yokohama 5th July, General. SIPPON YUSEN KAISHA... July 16. J. LUNGA. British trapt., 5,206, J. S. | Company and vice versa. Hutchison, R N.R., Madras 5th July. July 16. MICHAEL JEBSEN. German str., 710, J. Jes en, traiphong 10th July and Hothow 14th Rice and General EBSEN & Co.

CLEARANCES. AT THE HARBOUR MARTER'S OFFICE. 16th July.

Anping Mare, Japanere str., for Swatow. Arnold Luylen, German str., for Swatow, C. Ferd, Lucisz, German str., for Shanghai. Holstein, Gorman str., for Hongay. Horsang, British Str., for Moji. Kunnglee, Chinese str., for Shanghai. Lucia, Austrian str., for Saigon. Maria Valerie, Austrian str., for Singapore. Per'a, British str., for Manila. Sanuki Maru, Japanese str., for Kobe. Trurugisan Maru, Japanese str. for K'chinotzu. Wingsang, British str., for Swatow.

DEPARTURES.

25th July. HUMBER, British storeship, for Weihaiwei. TINGSANG, British str., for Moji. 16th July. ANPING MARU, Japanese s r., for Swotow.

Benvoriach, British str., f. r Nagasaki. Bong, Norwegian str., for Bangkok. Byono, Norwegian str., for Chelco. CHIBL , British str., for Amoy. C. FERD. LARIEZ. German str., for Shanghai. EMPRESS OF JAPAN, British str., for Vancouver. HOLSTEIN, German str., for Hongsy. Hopsang, British str., for Moji. KWANGLEE, Chinese str., for Shanghai. KWANGFING, British str., for Canton, MARIA VALERIE, Austrian str., for Trieste. PERLA. British str., for Manila. Renaldo, British sloop, for Shanghai. Sabine Rickmens, Brit. str., for Balik Papan. Sambia, German str., for Hamburg. SANUKI MARU, Japanese str., for Kobe. SUNGRIANG, British str, for Iloilo. Tsurugisan Maru, Jap. str., for Kutchinotzu.

VESSELS IN DOCK.

15th July ABERDEEN DOCKS. Taishan. KOWLOON DOCKS .- H.M.S. Wingen, Dynomene, Talyuan, Zofiro, Poplar Branch, Romalus 2 P.M. Solent.

WINGSANG, British str., for Shanghai.

COSMOPOLITAN DOCK -- Kohsichang SHIPPING REPORTS.

The German steamer Elea, from Hongay 12th July, had a typhoon in the Tonkin Gulf. The British steamer Haicking, from Foodhow 13th July. Amoy 14th and Swatow 15th, experienced light variable winds and time weather throughout.

The British steamer Australian, from Australia 7th June, encountered strong southerly winds and thick weather to Port Darwin, and line, light variable winds and sea to port.

EASTERN AND AUSTRALIAN STEAM-SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Port Darwin and Queenstand PORTS, and taking through Cargo to ALELAIDE, NEW ZEALAND,

TABMANIA, &c.)

"AIRLIE" A. Schaw, Australia 7th June, General - Captain St. John George, will be despatched for the above ports TO DAY, the 17th July, at 10 A.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Cham-July 16. FLSA. German str., 1,702, Schonwandt, ber which exsures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

> A Stewardess and a duly qualified Surgeon are carried. N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the China Navigation'

For Freight or Passage, apply to GIBB, LIVINGSTON & CO. Agents. Hongkong, 1st July, 1902.

"BEN" LINE OF STEAMERS. FOR LONDON AND ANTWERP VIA SUEZ CANAL.

THE Steamship "BENLEDI," Captain Clark, will be despatched as above TO-DAY, the 17th inst. » For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hougkong, 16th July, 1902.

AUSTRIAN LLOYD'S STEAM NAVI GATION COMPANY.

STEAM FOR YOKOHAMA AND KOBE IN THE Company's Steamship

"CHINA, Cantain Mosca, will leave for the above places TO-MORROW, the 18th inst., at Noon. This Steamer has Capital Accommodation for Passengers, Electric Light and carries a Poctor

For Freight or Passage, apply to SANDER, WIELER & CO. Agents, Prince's Building, Hongkong, 10th July, 1902.

FOR SWATOW.

ITHE Steamship

"TAILEE," Captain H. Michelsen, will be despatched for the above port TO-MORROW, the 18th inst, at

For Freight or Passage, apply to MEYER & CO. Agents. Hongkong, 16th July, 1902.

FOR NEW YORK. THE A1, 4m. British Barque

Captain Davis, is now loading for the above por and will have quick despatch. For Freight, apply to REUTER. BROCKELMANN & CO. Hongkong, 25th June, 1902.

COMET.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY)

PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION, DESTINATIONS. BAILING DATES, SANURI MARU KOBE and YOKOHAMA (FRIDAY, 18th J. uly HIROSHIMA MARU) BOMBAY VIA SINGAPORE and FRIDAY, COLOMBO at Noon, 20th July, SUNDAY, C. E. Butler at Noon. KASUGA MARU...... NAGASAKI, KOBE and YOKO FRIDAY. 25th July, H. Fraser HAMA MARSEILLES, LONDON and KAWACHI MARU ANTWERP, VIA SINGAPORE, SATURDAY, 26th July, PENANG, COLOMBO and PORT (at DAYLIGHT. J. S. Thompson VICTORIA, B.C., and SEATTLE,) MONDAY, Tosa Maru U.S.A., VIA SHANGHAI, MOJI. H. Christiansen ... at 4 P.M. - KOBE & YOKOHAMA HAKATA MARY (FRIDAY, let August, KOBE and YOKOHAMA F. L. Sommer..... at DAYLIGHT. SYDNEY and MELBOURNE VIA (SATUEDAY, 2nd August, YAWATA MALU THURSDAY ISLAND... A. E. Moses at Noon. VICTORIA, B.C. and SEATTLE, KAGA MARU..... MONDAY, 11th August, U.S.A. VIA SHANGHAI, MOJI, J. W. Ekstrand KOBE and YOKOHAMA Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

Local Branch Office at Prince's Building First Floor, Chater Road.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's

A. S. MIHARA, Manager.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE. YOKOHAMA AND VICTORIA, B.C.

PUNCTUALITY. SPEED. "Empress" Twin Screw Steamships—0,000 Tons—10,000 Horse-Power—Speed 19 knots. SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

R.M.S. *"ATHENIAN" Comdr. H. Mowatt SATURDAY, 26th July R.M.S. "EMPRESS OF CHINA" ... Comdr. R. Archibald, R.N.R. WEDNESDAY, 6th Aug: R.M.S. "EMPRESS OF INDIA" ... Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 27th Aug. R.M.S. * "TARTAR" Comdr. E. Beetham, R.N.R. WEDNESDAY, 10th Sept. R.M.S. "EMPRESS OF JAPAN" ... Comdr. H. Pybus, R.N.L. WEDNESDAY, 24th Sept.

THIE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous A. INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VAN-COUVER (B.C.) in 12 DAYS, saving THREE UAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TOTHE ATLANTIC WITHOUT CHANGE: Close connection is made at Montreal. Quebec, Halifar, New York and Boston with all Trans-Atlantic Lines, which passengers to Gres Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 0, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Navar Military, Diplomatic, and Civil Services, and to European Utheials in the Service of China an Japan Governments.

The attractive features of his Company's route embrace its PALATIAL STEAMSHIP. second to none in the World, the LUXUELANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNEFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DIVING CARS and MOUNTAIN HOTELS of this route are owned and operate by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TAR/PAR' and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings. taking Cargo and Passengers for all points in CANADA and the UNITED STATES. In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN takes 2nd Cabin Passengers with accommodation unaqualled on the Pacitic, also Steerage. The "TARTAR" taxes First Class and Steerage Passengers ouly, The run is usually made between YOKOHAMA and VANCOUVER in 14 Days. For further information, Maps, Unides, Books, Rates of Passage and Freight, apply 14.

1). E. BROWN, General Again,

Podder's Street.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER F AUHTDAMPFER DIENST.

Taking, Cargo at through rates to ANTWEEP, AMSTERDAM, ROTTERDAM, COPENHAGEN LISSON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

TEAMERS. DESTINATIONS. SAILING DATES HAVRE and HAMBURG On 30th July. Passengers (Calling at Singapore and Colombo) HAVRE and HAMBURG On 14th Aug. Freight. (Calling at Singapore and Penang) Cupt. Ehlers C. FERD, LAEISZ HAVRE and HAMBURG! (Calling at Singapore and Colomb) Capt. Fuchs liaves and Hamburg. (Calling at Singapore and Ponang) HAVIE and HAMIURG (Calling at Singapore and Colombo) Copt. von Dohren..... HAVRE and HAMBURG ... Capt. Prosch (Calling at Singapore and Penang) ... For Further Particulars, apply to

HAMBURG-AMERIKA LINIE HONGKONG OFFICE.

QUEEN'S BUILDINGS. No. 1. IMPERIAL GERMAN.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ. PORT. SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS, ALSO LONDON. NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON. AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS AND LUGGAUE N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUBBIA

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION STHAMEES. SAILING DATES. SACHSEN... 24th July. * KIAUTSCHOU THUUSDAY 7th August. 21st August. KONIG ALBERT 4th September PRINZESS IRENE 18th September. PRINZ REGENT LUITPOLD 1st October 15th October. * HAMBURG 29th October SACHSEN. WEDNESDAY 12th. November. * KIAUTSCHOU...? WEDNESDAY 26th November. BAYERN 10th December. WEDNESDAY KONIG ALBERT 24th December. WEDNESDAY PRINZESS IRENE 7th Jan., 1903. WEDNESDAY DARMSTADT ... WEDNESDAY 21st Jan., 1903. PREUSSEN WEDNESDAY 4th Feb., 1903. * HAMBURG 18th Feb., 1903. * Steamers of the Hamburg-Amerika Linie.

N THURSDAY, the 24th day of July, 1902, at Nook, the Steamship "SACHSEN, of the Norddeutscher Lloyd, Captain W. Franke, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at Nature and Grnoa. Shipping Orders will be granted till Noon on Tuesday, the 22nd July, Cargo and Stecie will be received on Board until 5 P.M. on WEDNESDAY, the 23rd July and Parcels willbe received at the Agency's Office until Noon on WEDNESDAY, the 23rd July. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50. and Parcels should not coed Two Feet Cubic in Measurement.

The Steamer has a idid accommodation, and carries a Douter and Stewardonses. Linen can be washed on board. NORDDEUTSCHER LLOYD.

MELCHERS & CO., AGENTS. Hongkoug. 17th July, 1992 and the state of t

For further Particulars, apply to

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

TO SAIL ON BRMALKS. BALLAARAT About 18th } Freight or Passage.

SHANGHAI R. A. Peters.... LONDON MALACCA Noon, 25th Freight or Passage (Canton About 26th) Freight or Passage. SHANGHAI} C. F. Lockstone, R.N.R. July For further Particulars, apply to DAFAMETER WIDING

Hongkong, 15th July, 1902

NO BURE DIRECTOR CONTROL OF THE CONT SINDAWISHTP (60)

Superintendent

PROPOSED SAILINGS FROM HONGKONG, VIA SHANCHAI INLAND SEA OF JAPAN, KOBE AND YOKOHAM

FOR VICTORIA, B.C., AND TACOMA "L' "

IN CONNECTION WITH NORTHERN PACIFIC BAILWAY COMPANY

Tons. Steamer. Proposed Sailing Captain. D. Barton CLAVERING..... DUKE OF FIFE ... 3 821 J. S. Cox August 210 J. Panton Angust TACOMA A. Diron

TYTUE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 252 Excellent accommodation. First class Cable. Dooron and Strwardes carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINE HONGKONG TO NEW YORK, 248 The Railroad travelling is second to noue on the American Continent; two trans-continents trains daily from Tacoma; Dining Car is stached to trans-continental trains day and night

TACOMA to New York in 44 days. Magnificent Scenery of the Rocks and Cascade Mours TAINS. The YELLOWSTONE NATIONAL PARK route. HONGKONG TO VIOTORIA AND TACOMA, 235. The best route to the KLONDYKE GOLD FIELDS: Frequent Sallings from Victoria.

and TACOMA to DYMA and St. MICHAEL. Hates of Passage to other Points on application.

A Special Rate allowed to members of Government Service. For further information as to Passage or Freight, apply to

DODWEYD & CO. LIMITED General Agents. Hongkong, 14th July, 1992.

SHEWAN TOMES & CO.S NEW NATALIZETNE OF STEAMERS. YORK LINE. THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line FOR NEW YORK VIA SUEZ CANAL. FI HE Steamship are prepared to leave THROUGH BILLS OF LADING for all the principal ports in South Africa in connection with INDO-"ASAMA," CHINA STIAM NAVIGATION CO.'s fortnightly Captain T. F. Bement, will be despatched for the above port on or about the 15th August. service hence to CALOUTEA. Sailings from

CALCUTIA for CAPE PORTS every fortnight. To be followed by as. "AFTON" on or about the loth September.
For Freight, apply to
SHEWAN, TOMES & CO., For Freight and further particulars DODWELL & CO., LIMITED. tieneral Agents for China and Japan. Ayente. Hongkong, 8th July, 1902. Hongkong, 4th August, 1897.

VESSELS ON THE BERTH STEAMSHIP

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			OUTW	ARDS.	o Maria de Servicio. No estra de la constata		
FROM			BTEAM	ers			DUR
GLASGOW :	and LIVERPOOL		ANTEN	[O ቤ"		լ On կ	Slet July.
GLASGOW	and LIVERPOOL		\mathbf{DARDA}	NUS"	******	On	8th August.
GLASGOW	and LIVERPOOL		PROME	THEUS		On-	l4th August.
GTAQGOW	and LIVERPOOL		PYRIL	ເ ປຣ "		On	20th August.
AT ACADMY.	and $\mathbf{T}.\mathbf{T}\mathbf{V}\mathbf{R}\mathbf{R}\mathbf{P}\mathbf{O}\mathbf{O}\mathbf{L}$	144	DIOME	D"			28th August.
GLASGOW	and LIVERPOOL	, , , ,	JASON	pp in mile in and a second	•••••		3rd September.
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	HOMEWARDS.	
FOR .	STEAMERS	TO BAIL
LONDON	"SARPEDON"	On 22nd July.
LONDON	· "-111.1488.ES"	On our august.
LONDON and ANTWERP	TELEMACHUS	On Oud Contember
LONDON	ANTENUE	On 18th Cantombon
LONDON	"DARDANUS	On torn pabramer.
LIVERPOOL DIRECT	"PYRRHUS"	On 20th September.
(Taking Cargo at London Mates)	landa de la companya	

BUTTERFIELD & SWIRE, AGENTS, O. S. S. CO.

CHINA NAVIGATION

	FOR	STRAMERS	TO SAIL.
	FOOCHOW.	"PAKHOI" 👡	On 17th July.
_	SHANGHAI and CHINKIANG	+ "WOOSUNG"	
	SWATOW and SHANGHAI!	. + "KASHING"	
٠.	KOBE and YOKOHAMA	•	
•	AMOY and SHANGHAI		
	AMUI BEE STANDERS		
•	TIENTSIN		
	CEBU and ILOILO	•	on zon buly.
	PORT DARWIN, THURSDAY		The second second
	ISLAND, COOKTOWN, CAIRNS,		
	TOWNS VILLE, BRISBANE,	* † "TAIYUAN" .	On 29th July.
	SYDNEY MELBOURNE and	the state of the state of	
	ADDIATOR		

* The attention of Passengers is directed to the superior accommodation offered by thesestanuers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. Taking Cargo on through Bills of Lading to all Yangtere and Northern China Ports. Taking Cargo and Passengers at through rates for New Zeeland Ports.

For Freight or Passage, apply to-

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 17th July, 1902.

Hongkong, 15th July, 1902.

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION. STEAMERS LEAVING

TAMSUL, VIA SWATOW SUNDAY, 20th " DAIJIN MARU!" T. OGATA AND AMOY SUNDAY, 27th "DAIGL MARU" TAMSUL VIA SWATOW T. KITANO AND AMUY WEDNESDAY, 23rd ANPING, VIA SWATOW "MAIDZURU MARU T. SAITO WEUNESDAY, 30th "ANPING MARU" FOOCHOW, VIASWATOW G. SAKANO

The Co.'s new Steamers are specially designed for the coast trade of South China and Formesa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passongers, and a duly qualified doctor is carried. All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Stonmers will go alongside the Co.'s Pontoon at the Customs water-front premises a Tameni to land all passengers and cargo. OSAKA SHOSEN KAISHA.

For Freight, Passage, and further information, apply to .-

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 17th July, 1902.

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG via SHANGHAI, INLAND PORTLAND, OREGON BEA OF TAPAN, MOJI, KOBE & YOKOHAMA FOR CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO Tone. STEAMBHIP. CAPTAIN "INDRAVELLI" 3.152 CravenJuly 26, 1902 3,152 Hollingsworth Aug. 14, 1902 "INDRASAMHA"

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate

with or apply to ALLAN CAMERON, GENERAL AGENT. Hongkong, 1st March, 1902.

UNITED STATES AND CHINA-JAPAN

STEAMSHIP LINE.

(Rob. M. Sloman & Co., Hamburg.)

THE full-powered Steamship

For Freight, apply to

FI IHE Steamship

Hong kong, 9th July, 1902.

on THURSDAY, the 31st inst.

Hongkong, 10th July, 1902.

HE Steamship

about the 31st inst.

For Freight or Passage, apply to

FOR NEW YORK.

'VERONA."

Captain Spiesen, will be despatched for the

"BEN" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

BENCLEUCH,"

Captain Thompson, will be despatched as above

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

"BENLAWERS,"

Captain Bee, will be despatched as above on or

United States and China-Japan

REGULAR MONTHLY SERVICE

FROM JAPAN, CHINA, HONGKONG

AND SINGAPORE,

8.8. "INDRAMATO"... 15th Aug., 1902.

E.E. "INDRANI" ... 15th Sept . 1902. S.S. "INDRAWADI" ... — Occ., 1902.

For Freight and further information, apply to

JARDINE, MATHESON & CO.

S.S. LINE.

GIBB, LIVINGSTON & CO.

Agents.

For Freight or Passage, apply to

Hongkong, 15th July, 1902

GIBB, LIVINGSTON & CO.,

CARLOWITZ & CO.,

above port on FRIDAY, the 25th inst.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"YUENSANG." Captain P. H. Rolfe, will be despatched as above TO-MORROW, the 18th July, at 480 P.M. This Steamer has superior accommodation for .First-class Passengers, and is fitted throughout with Electric Light

For Freight or Passage, apply to JARDINE, MATHESON & CO. General Managers. Hongkong, 15th July, 1902. FOR SINGAPORE, PENANG AND

CALCUTTA.

HE Steamship

"LIGHTNING." Captain J. G. Spence, will be despatched for the above ports on SATURDAY, the 19th instant. at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & CO., LD., Agents, Hongkoug: 16th July, 1902.

SHIRE" LINE OF STEAMERS. FOR NEW YORK VIA SUEZ CANAL.

THE Steamship "RADNORSHIRE," will be despatched for the above port on SUNDAY, the : 0th July.

For Freight, apply to SHEWAN, TOMES & CO., Agents. Shire Line.

Hongkong, 30th Jane, 1902. NOT RESPONSIBLE FOR DEBTS.

Neither the Captain, the Agents, nor the OWNERS will be RESPONSIBLE for any MINE following Steamers will be despatched DEBT contracted by the Officers or the Crew of the following Vessels during its stay in Cargo at current rates :-Hongkong Harbour :--ADOLPH OBRIG, Amr. barque, S. Amesbury.

-Standard Oil Co. ALLAS, American ship, McKay,---Blandard Oil Co. EVIE J. RAY, American barque, Kaston.

Sander, Wieler & Co.

VESSELS ON THE BER.H

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS. PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL

AND AMERICAN PORTS. THE Steamship

"BENGAL.

Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 19th July, at Noon, taking passengers and cargo for the above ports Silk and Valuables, all cargo for France, and Ten for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marsoilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

the terms and conditions, of the Company's Bills of Lading. For further particulars, apply to

E. A. HEWETT, Superintendent: Hongkong, 9th July, 1902.



TOYO KISEN KAISHA. (ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA THE Company's well-known Steamship

> "ROSETTA MARU," 3.876 . Tons.

Captain Tate, will be despatched for MANILA on THUKSDAY, the 24th inst., at Noon Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess carried. For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA Prince's Buildings, Ice House Street Hongkong, 16th July, 1902. CUMPAGNIE DES MESSAGERIES

MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

NOTICE STEAM FOR SINGAPORE. SAIGON. BATAVIA COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS,

LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE. N MONDAY, the 28th July, 1902, at "ANNAM," Captain Sellier, with Mails, Passengers, Specie and Cargo, will leave this

port for MARSEILLES, via Ports of Call WITHOUT TRANSHIPMENT. Cargo and Specie will be registered for London as well as for Marsellles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M., on the 27th July. (Parcels are not to be sent. board; they must be left at the Agency's Office.) Contents and Value of Packages are required. For further particulars, apply at the Company's Office.

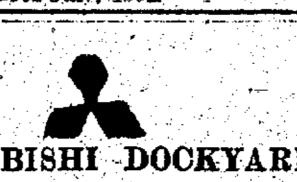
G. DE CHAMPEAUX, Agent. Hongkong, 16th July, 1902

REGULAR STEAMSHIP SERVICE TO NEW YORK. VIA PORTS AND SUEZ CANAL WITH LIBERTY TO CALL AT PHILIPPINE

PORTS). PROPOSED SAILINGS FROM HONGKONG,

1902 ATHOLL" About 31st July. LENNOX" 14th Aug. HEATHBURN" 21st Ang. RICHMOND CASTLE", 7th Sept. "AFRIDI" 20th Sept HILLGLEN 30th Sept. For Freight and further information, apply to DODWELL & CO., LD.,

Agents. Hongkong, 15th July, 1902



MITSU BISHI DOCKYARD AND ENGINE WORKS. NAGASAKI,

CODE WORD: "DOCK." NAGASAKI. A.I. A.B.C., Scotts' and Engineering Codes

DOCK No. 1 (at TATEGAMI.) Length on Blocks ... 513 , Width of Entrance on Top Width of Entrance on Bottom ... Water on Blocks at Spring Tide 264 ...

DOCK No. 2 (at MUKAIJIMA.) Extreme Length 371 feet Length on Blocks Width of Entrance on Top ... Width of Entrance on Bottom ... 53 Water on Blocks at Spring Tide 22 ,, PATENT SLIP (at KOSUGE). Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and car execute any kind of work in SHIPBUILD as in REPAIRING of SHIPS. The COMPANY has a SALVAG STEAMER, 712 TONS GROSS, FITTED with POWERFUL SALVAGE PLAN

TO NEW YORK (VIA SUEZ CANAL). READY at SHORT NOTICE. as above at monthly intervals, carrying C. E. WALKEN & CO. BUILDING CONTRACTORS. PROPOSED SAITINGS FROM HONGKONG. SU, DES VŒUI ROAD CENTRAL.

> A LL Kinds of SANITARY APPLI-ANCES and DRAINAGE ACCES-SORIES Supplied and Fixed.

AGENTS FOR MOSAIC TILES. [1918]

THE H.A.L. Steamship "C. FERD. LAEISZ,"

NOTICE TO CONSIGNEES

FROM HAMBURG, BREMEN,

ANTWERP, PENANG AND

SINGAPORE.

Captala Fuchs, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, To-DAY, 14th inst. Any Cargo impeding her discharge will be

landed into the Godowns of the Hongkong and Kowleon Wharf and Godown Company Limited, and stored at Consiguees' risk and No Claims will be admitted after the Goods

linve left the Godowns, and all Goods romain ing undelivered after the 21st inst. will be subject to rent. All broken, chafed, and damaged Goods are Shippers are particularly requested to note to be left, in the Godowns, where they will be examined on the list inst, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 14th July, 1902.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES. FROM MIDDLESBOROUGH, ANT-WERP, LONDON, PORT SAID, COLOMBO, AND SINGAPORE. THE Company's Steamship

"SANUKI MARU," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark

and delivery can be obtained as soon as the Goods are landed. Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY, 15th just. Goods not cleared by the 22nd inst. will

be subject to rent All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 25th just., or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA. Hongkong, 15th July, 1902. AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID. ADEN. KARRACHI, BOMBAY, CO-LOMBO, PENANG AND SINGAPORE.

/ IHE Steamship "CHINA" having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained. Yarn will be landed at Lap-Sap-Wan Godown Lot No. 1295-5. Optional Cargo will be discharged here unless notice to the contrary be given immediately.

This Steamer brings Cargo from Levant ports ex ss. Euterpe and s.s. Espero. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 22nd of July, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd of July will be subject to rent. Bills of Lading will be countersigned by SANDER, WIELER & CO.,

Hongkong, 15th July, 1902. AUSTRIAN LLOYD'S STEAM NAVIGA TION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE. THE Steamship

"MARIA YALERIE" having arrived. Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

whence delivery may be obtained. No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the undersigned before

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 20th of July will be subject to rent. Bills of Lading will be countersigned by SANDER, WIELFR & CO.,

Hongkong, 14th July, 1902. OCEAN STEAMSHIP COMPANY.

Agents.

● ONSIGNEES per Company's Steamer

"TELEMACHUS" are hereby notified that the Cargo is being dis charged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ld.; in both cases it will lis at Consignees risk. The Cargo will be ready for delivery from Craft or Godown on and after the 15th instant.

Optional cargo will be landed unless notice has been given prior to steamer's arrival. Goods undelivered after the 21st instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 21st inst. No Fire Insurance has been effected. BUTTERFIELD & SWIRE;

· Agents. Hongkong, 14th July, 1902. OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "TFDEUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Go-ING and MARINE ENGINEERING as well downs of the Hongkong and Kowloon Whatel and Godown Company, Ld., in both cases it will lie at Consignees risk. The Cargo will be ready for delivery from Craft or Godown on and after the 15th instant.

has been given prior to steamer's arrival. Goods undelivered after the 21st inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 21st inst. No Fire Insurance has been effected.

BUTTERFIELD & SWIRE . Agenta. Hengkong, 14th July, 1802.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND HE Steamship

"LIGHTNING' having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods

will be delivered from alongside. Cargo impeding the discharge will be landed at once at Consignees' risk and expense. Cargo remaining on board after 2 P.M., on the 16th inst., will be landed at Consignces' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IM-MEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by DAVID SASSOON & CO., LD. Agents."

Hongkong, 14th July, 1902. STEAMSHIP "YARRA."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London, Antworp and Havre ex s.ss. Tigre, and Bordeaux ox s.s. Cambrai and Ville de Valencienne, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and | 2287 Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing,

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 2 o'clock TO-DAY 14th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 21st July, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before

the 21st July, or they will not be recognised. All damaged puckages will be examined on MONDAY, the 21st Jul, at 3 P.M. No Fire Insurance has been effected. G. DE CHAMPEAUX,

-Agent, Hongkong, 14th July, 1902.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES. S.S. "BENVORLICH," FROM LEITH, LONDON AND

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowus of the Hongkong and Kowloon Wharf and Godown Co., Ld. whence and/or from the wharves delivery

may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods undeliver-. ed after the 21st inst. will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before the 10th prox., or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO

Agents. Hongkong, 14th July, 1902.

HONGKONG. STEAMERS. Airlie, British str., 2,500, George, July 14,

Arnold Luyken, German str., 1,075, Paysen, July I, E. A. Trading Co Arratoon Apcar, British str., 2,879. Stewart, July 7. David Sassoon & Co., Ld. Australian, British str., 3,0 (, Helms, July 16, Gibb, Livingston & Co

Gibb, Livingston & Co

Babelsberg, Ger. str., 1,379, Beeckmann, July 15. East Asiatic Trading Co Braemar, British str., 3.216, Watt, July 11, Dodwell & Co., Limited Buen Vinje, American str., 275, Rozs, July 8,

China, Austrian str., 3,855, Mosca, July 14, Sander. Wieler & Co Chowtai, German str, 1,115, Textor, July 11 Butterfield & Swire

Crown of Arragon. British str., 1,474, Dorward, May 13. Gilman & Co. Noon, on the 20th of July, or they will not be Daijin Maru, Jap. str., 890, Ogala, July 16, M. B. Kaisha

Elsa, German str., 1,702, Schonwandt, July 17. Jebsen & Co Emma Luyken, Ger. str., 1,152, Martens, July 5, East Asiatic Trading Co Empress of Japan, British str., 3,003, Pybus.

July 8, C. P. R. Co [8 Eros, Norwegian str., 709, Rentz. July 15 Haiching, British str., 1,267, Hodgins, July 16 Douglas Lapraik & Co Hermanu Menzell, German str., 1, 35, Schutt,

July 10, East Asiatic Trading Co Hinsang, British str., 1,536, Wheeler, July 14, Jardine, Matheson & Co Hiroshima Maru, Jap. str., 2,035, Murai, July 16. M. B. Kaisun Kohsichang, Ger str., 1,291, Spiesen, July 8, Butterfield & Swire

Kwangping, British str., 1,243, Blake, July 14, La Porte, British str., 1,592, Westerton, June Laertes, British str., 1,340, Parkinson, July 10,

Butterfield & Swire Lightning, British str., 2,122, Spence, July 13, David Sassoon, Sons & Co. Lisa, Swedish steamer, 998, Horndahl, June 12,

Loongmoon, Ger. str., 1,245, Drews, July 13, Siemssen & Co Loyal, German str., 1,006, Weidlich, July 15. Sander, Wieler & Co Lucia. Austrian steamer, 1508, Zar, July 7, Messrs, Kelly & Walsh, LD., Hongkong

Jebsen & Co Michael Jebsen, Ger. str., 710, Jessen, July 2, Messrs. A. S. Warson & Co., Amoy; Jebsen & Co Mitsui Bussan Kaisha Pakhoi, British str., 1,287. Williams, July 11,

Butterfield & Swire Optional Cargo will be landed, unless notice Pakshan, British str., 1,235, Reid, May 28, Bradley & Co Petrarch, German str., 1,252, Uecker, July 15, Sander, Wieler & Co

Phra C. C Klao. German str., 1,012, Ballehr, July 10, Butterfield & Swire Poplar Branch, British str., 3,473, Anderson July 15, Butterfield & Swire Rajaburi, German str., 1,189, Wandig, July 14, [11 Butterfield & Swire

Romulus, Amr. str., 487, Merdareta, July 15. Standard Oil Co Saphir, Norwegian str., 950, Fagerland, July 8, Carlowitz & Co.

> Shakano Maru, Jap. s'r., 2 229. Fujita, June 21, Dodwell & Co., Limited Shansi, British str., 1,228, Carmghan, July 7, Butterfield & Swire Shantung, Ger. str., 1,004, Engelbard, July 10.

Melchers & Co Skarpsno, Norw. str., 1,130, Kristianson, July 14, Sunder, Wictor & Co Skuld, Norwegian str., 914, Berboin, July 15,

Tailee. German str., 728, Calender, July 7 Mover & Co Taishan, British str., 1,121, Jenkins, July 5, Bradley & Co Taiyuan, British str., 1,459, Dawson, July 9,

Butterfield & Swire Telemachus, British str., 4,801, Goodwin, July 14, Butterfield & Swire Valotia, British steamer, 2,993, Cubitt, July 3, P. & O. S. N. Co Woosung, British str., 1,109, Dowson, July 10,

Hutterfield & Swire Yuensang, British str., 1,128, Rolfe, July 12, Jardine, Matheson & Co Yangching, Chinese str., 700, Best, July 13, Chinese Zafiro, British str., 1,611, Ramsay, July 11, Showen, Tomes & Co

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Japan :- Shimonoseki, 1895; Lisotung Con

left Manila on the 14th inst, at 6 p.m., for this port, and is the here to-day. and may be expected to-morrow.

here on or about the 23rd inst.

port on the 2th inst., p.m.

Hongkong wa usual ports of call.

for Hongkoug on the 7th inst.

THE INDIAN MAIL.

Calcutta and Straits, left Singapore for this

THE CANADIAN MAIL.

left Vancourer on the 11th inst., p.m., for

JERCHANT STEAMERS.

The C.PR. steamer Empress of China

The N.P. steamer Duke of Fife left Yokohama

The N.Y.k. steamer Idzumi Mara (Bombay

Line) left Singapore for this port on the 11th

inst., p.m., and is expected to arrive here to-

The C N. steamer Teinan, from Australia,

The Inde-China steamer Kunsung, from

The H.A.L. steamer Sithonia, from Hamburg, left Singapore for this port on the 13th inst. The C.P.R. steamer Athenian arrived at Shanghai at7 a.m. on the 15th inst., and 1-ft

she is due toarrive at 9 a.m., to-morrow. The N.Y.K. steamer Tosa Maru (American Line) left Shanghai for this port on the 16th inst, and is expected to arrive here on the 19th

Duff and T. J. Smith; for Nagasaki, Mrs. W G. Humphries, Messrs. S. D. Poole and Alfred Humphries; for Yokohama, Mrs. W. W. Harts and infant and Mr. Thos. McCloy; for Vancouver. Mrs. C. G. Young, Messra, W. G. Young and J. L. Hewitt; for San Francisco, Dr. J. W. again at 3 pm. same day for Hongkong, where Holland, Messrs, L. E. Ross, J. M. Kepner, E. A. Frost and J. M. Perilland; for Portland, Mr. and Mrs. E. E. Ward for Montreal, Messrs. Edward and E. E. Most; for New York; Capt. Thermom. 9 A.M. .. 83 Therm Maximum. 87 E. G. Bellairs, Messrs. J. M. Moran, L. D. Hargis and M. Earnshaw. --

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The depression seems to have moved towards WNW and is

apparently situated to the SE of the Paracels. Gradients slight with light SE winds on the Cidna coast to the N. of Hongkong. Porecast: -- Moderate E winds; squally, showery.

MESSES. FALCONER & Co.'s REGISTER, 16th July Barometer9a.m...29.77 Thorm. 9a.m. (Wetbulb) 77 Barometer Ir.m. 29.72 Therm, 1r.m. (Wat bulb 3) . Barometer 4r.m...29.85 Therm. 4r.m. (Wet bulb)80 Thermon. i P.M ... 87 Therm. Minimum over